



Hongkong Daily Press.

ESTABLISHED 1857

Registered as a Newspaper at the General Post Office in the United Kingdom

The Price of Eye Strain
IS BLURRED AND MISTY SIGHTING,
HEADACHES,
AND LACHRYMATION,
WEAR SUITABLE GLASSES
N. IAZARUS,
Optician,
12, Queen's Road C.

No. 19,912 號二十四百九千九萬一第 日六十二月四年戌壬 HONGKONG, MONDAY, MAY 2ND 1922. 一拜禮 號二十二月五年一十國民華中 PRICE, \$3 PER MONTH

INTIMATION

A NEW SPECIALITY
BASS' LIGHT
SPARKLING ALE
PURPLE TRIANGLE.

Specially brewed for hot climate, lighter than the well-known Red Triangle.

CALDBECK,
MACGREGOR

& CO., LTD.

10, QUEEN'S ROAD CENTRAL.

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NEWLY ARRIVED.

A large consignment of ELEY'S
A SPORTING CARTRIDGES, 12,
16 and 20 bore, loaded with the Sportsman's
favorite powders—E. C. and SMOKE-
LESS DIAMOND.

THE HONGKONG SPORTING ARMS
& AMMUNITION STORE,
Nos. 5-6, Bascomfield Arcade.

A LING & CO.,
19, Queen's Road Central,
HONGKONG.

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Glass Etching, Sign-Board and
Mirror Making.
Canton Marble in Various Shades.
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in Stock.
Developing, Printing and Enlarging
Undertaken.
Telephone 1219.

FRENCH LESSONS

G. MOUSSON.

14, Morrison Hill Road.

PEAK TRAMWAY CO. LIMITED.

TIME-TABLE.

WEEK DATA.
7.00 a.m. to 8.00 a.m. every 15 minutes.
8.00 " 9.30 " " 10 " "
9.30 " 11.00 " " 15 " "
11.20 " 12.30 p.m. " 15 " "
12.30 p.m. to 2.30 p.m. " 10 " "
2.30 " 4.00 " " 15 " "
4.00 " 8.10 " " 10 " "
NIGHT CARS.
8.50 p.m., 9.00 p.m., 9.20 p.m.
9.50 p.m. to 11.30 p.m. every 30 minutes
11.45 p.m.
SATURDAY.
Extra Car—12 midnight.

SUNDAYS.
7.30 a.m. to 7.45 a.m.
8.00 a.m. to 9.30 a.m. every 15 minutes
9.30 " 11.00 " " 15 " "
11.30 " 1.00 p.m. " 10 " "
1.00 noon " 4.00 p.m. " 15 " "
4.00 " 8.10 " " 10 " "
NIGHT CARS.
As on Week Days.
SPECIAL CARS by arrangement at
the Company's Office, Alexandra Buildings,
Des Voeux Road.
Season and punch tickets available for
oil cars, not already full, running at the
time stated in the Company's time-tables,
but not for special cars, can be obtained on
application at the Company's Office. No
Season ticket will be issued until payment
thereof has been made in Bank Notes or
Cheques or Compro Order represent-

KOWLOON-CANTON RAILWAY.

TIME-TABLE.

On and after FRIDAY, SEPTEMBER 16TH, 1921, until further Notice.
(All previous Time Tables cancelled.)

DOWN TRAINS

Stations		No. 1	No. 11	No. 2	No. 3	No. 4	No. 5	No. 6	No. 7	No. 8	No. 9	No. 10	No. 11	No. 12	No. 13	No. 14	No. 15	No. 16	No. 17	No. 18	No. 19	No. 20	No. 21	No. 22	No. 23	No. 24	No. 25	No. 26	No. 27	No. 28	No. 29	No. 30	No. 31	No. 32	No. 33	No. 34	No. 35	No. 36	No. 37	No. 38	No. 39	No. 40	No. 41	No. 42	No. 43	No. 44	No. 45	No. 46	No. 47	No. 48	No. 49	No. 50	No. 51	No. 52	No. 53	No. 54	No. 55	No. 56	No. 57	No. 58	No. 59	No. 60	No. 61	No. 62	No. 63	No. 64	No. 65	No. 66	No. 67	No. 68	No. 69	No. 70	No. 71	No. 72	No. 73	No. 74	No. 75	No. 76	No. 77	No. 78	No. 79	No. 80	No. 81	No. 82	No. 83	No. 84	No. 85	No. 86	No. 87	No. 88	No. 89	No. 90	No. 91	No. 92	No. 93	No. 94	No. 95	No. 96	No. 97	No. 98	No. 99	No. 100																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																		
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THE LAUNCHMEN'S STRIKE. OWNERS PREPARED TO DISCUSS TERMS AFRESH.

There seemed reason to think yesterday, that only the difficulty of bringing owners and men together prevented further discussions in the launchmen's strike, and possibly a settlement. As usual, the departure of strikers to Canton makes for delay, but it is probable that another meeting will be brought about to-day. In this dispute the difficulty has been to get the men to understand the owners' offer and it is hoped that, by re-casting it in another form, it may prove more acceptable. The launchmen seem to contain rather a large proportion of illiterates; it is said that one of the delegates can neither read nor write.

Plans for organising a curtailed service of launches, towing launches, water boats, boats, etc., in the harbour are well in hand. The body dealing with this is called the Launch Requirements Committee and an advertisement in another column gives details of vessels so far available and the signals for calling them. Any one who can help, either on the dock or in the engine room of a launch should get in touch with the Committee, whose secretary is Mr. S. T. Williamson of Union Building, Telephone 3753.

THE STAR FERRY SERVICE.

Opinions are expressed that it would be advantageous if the Star Ferry launches could be navigated by officers of the mercantile marine, in view of the fact that naval ratings have very little experience of navigating such craft. It was learned at the Institution of Engineers, however, that there is a shortage of men for such a purpose. In any case, the naval ratings are showing a greatly increased expertness in the task which is much more difficult than amateurs realise, because of the ever-changing currents. Neither is it easy to manage a double-ended craft until one is used to it. Yesterday only one ferry was available for the greater part of the morning, but two were running later in the day. The very slow service inflicts a tax on Kowloon residents who are compelled, in many cases, to take tiffin in Victoria, to avoid loss of time.

A certain exacerbation of feeling is observable between Europeans and Chinese with the recurrence of strike trouble. It is, of course, illogical to regard the whole Chinese community as responsible for this new inconvenience, but a good many people seem to be doing so, or acting as though they thought so. As to Chinese complaints that their nationals have been refused accommodation on the ferries, season ticket holders claim (probably without legal warrant) that they have a prior claim to a place on the ferry.

COMMUNICATION FROM THE S.C.A.

The following information was officially communicated to the Press by the S.C.A. yesterday:—
After a meeting on Friday evening with seven members of the Launch Guild, the owners' representatives stated they were prepared to discuss the terms afresh in view of certain detailed difficulties which the meeting had revealed for the first time. A message to the Guild from the S.C.A. elicited the reply that a formal letter was required; this was sent on Saturday, every possible care being taken that it should reach the responsible officers of the Guild, and the officer left in charge (a deck hand) stated that his superiors were in Canton, but could be brought down by Sunday morning train. A meeting was therefore definitely arranged with them through him (others present concurring) for Sunday, 2 p.m., at which time Messrs. White and Young attended at the S.C.A. Office. No delegates arrived and no message from the Guild was received up to 2.30 p.m. Three members of the Guild arrived shortly after to say that a messenger had been sent to Canton by the Saturday afternoon express; but that no delegates had arrived to-day and no word of any kind had been received.

PICKPOCKET IN THE STAR FERRY CRUISE.

A Chinese, who picked the pocket of a compatriot, whilst standing in the crush at the Star Ferry wharf, Hongkong, on Friday, was sentenced to six weeks' hard labour on Saturday, at the Magistrate's Court.

Inspector Browne said that while the complainant was buying his ticket the defendant stole \$35 in notes from his pocket. The victim felt the man's hand in his pocket. He at once seized him and the defendant let fall a bundle of notes of which only \$5 were recovered.

(Continued at foot of next column.)

THE CARPENTERS' AFFRAY. SEQUEL IN COURT.

In connection with the Carpenters' affray, which occurred in the Western District, on Friday morning, four Chinese were charged before Mr. Lindell, at the Magistrate's Court on Saturday, with criminal intimidation, assault and disorderly conduct.

Mr. R. E. A. Webster, appeared for the six complainants, concerned, who were seriously assaulted, and said that the trouble arose over the carpenters' strike which had been going on for some time. The members of one of the guilds had gone on strike and had tried to draw in the members of the builders' and industrial carpenters' guild and the furniture workers' guild who had refused to join them. The assault took place in at least two places. In the case in which he was concerned, the assault took place in the Mee Chau restaurant between 8.30 a.m. and 8.45 a.m. Five of the complainants were assaulted there by the defendants, who carried heavy Chinese fighting sticks, iron bars and a large chopper, which was produced in Court covered with blood. He asked for a lengthy remand in order to give him time to go thoroughly into the case. He intimated that it might be necessary for him to amend the present charges against the defendants, as the assault was a serious one.

The case was put back to Tuesday next.

SHANGHAI'S AMAZING STRIKE.

MYSTERY SURROUNDING CARPENTERS' ACTION.

IS IT COMMUNISM?

These headings are given by the N.C. Daily News to the following statement:—
Many curious things happen in the Far East and one of the most curious is the carpenters' strike which is now on in Shanghai. It has for the time being paralysed the joinery works of four of the biggest furniture manufacturing firms in the Settlement—Wicks & Co., Arts & Crafts, Hall & Holtz and Tai Chong—yet they have not the slightest idea what the strike is all about. There is an old-standing agreement between these firms and their workpeople. It is recognized that the men are of a superior class and they are paid as such. They do good work and they are counted as valuable, therefore, it has been made clear to them that if on any occasion they consider they have a grievance, if they will only state it, they will be fairly met.

Twice previously in the last three years have the men gone out on strike, but then it was for higher pay and they got it. Now they have downed tools for no stated reason and only two suggestions can be made. One is that the men are getting too much money. They earn more than other workers of their class—up to \$30 and more a month—yet with each rise they have had it has been noted that their manner of life does not change, for they live in the same places, eat the same style of food and wear no better clothes. Therefore, it is presumed that they amass money and all of a sudden decide on general jollification. This is strengthened by the fact that when "Chinese Easter" arrived a short while ago, the local carpenters all went off for a spree, though it is a holiday they have never taken before.

The second suggestion is thought more likely to be correct. It is known for a fact that there has been a deal of intimidation going on amongst Tai Chong's men, and there has been proof time and again that Communism is rife in the Settlement. Therefore, in the absence of any demand, it is presumed that the strike is simply a Communistic move to harass employers and show that the workers are a superior force.

Beyond the fact that no demand has been made, it is noteworthy that there has been no rowdiness whatever. Whatever the original cause, the strike is petering out, for yesterday a large number of the men voluntarily returned to work and the firms concerned are convinced that the whole situation will adjust itself if only there is no interference. They say they know their men thoroughly and how to handle them and they are convinced they can bring about a satisfactory adjustment once they learn what the trouble is.

The accidental omission of an important line of type made nonsense of a paragraph in "Deejay's" letter published on Saturday relating to the ugly rumours at the Ferry wharves. The sentence affected should have read as follows:—
"When the Ferry arrived at the Hongkong wharf from Kowloon, there was a rabble on the wharf, numbering several hundred; there were also half a dozen ladies, and the Government's representation consisted of one European police sergeant," etc.

THE LATE MR. J. MCCORQUODALE.

An old resident of the Colony, Mr. John Kenneth Campbell McCorquodale, was buried at Happy Valley on Saturday afternoon. Mr. McCorquodale was a senior assistant at the China Sugar Refinery, whose staff he joined in 1887. He had been ailing for a week past, and died on Friday. Much sympathy will be felt for the widow who only returned to the Colony a few months ago, after visiting home.

Mr. McCorquodale was a keen yachtsman and a member of the Royal Hong Kong Golf Club. He was also a member of the Institution of Engineers and Shipbuilders of Hongkong.

THE FUNERAL.

The funeral was very largely attended. Among those who sent wreaths were the widow, brother and sisters, Mr. P. T. Farrell and Miss Farrell, Mr. and Mrs. S. Baker, Mr. D. G. McEwen, Mr. and Mrs. A. K. Henderson, Mr. and Mrs. S. W. Glynn, Mr. J. Rodger and family, Mr. and Mrs. G. M. Shaw, Mr. and Mrs. J. H. Underwood, Mr. H. McTavish, Mr. R. and Mrs. J. McKellar, Mr. R. W. Lee, Mr. F. G. Samways, Mr. J. Doe, Mr. P. Plage, Mr. and Mrs. J. Reid, Mr. and Mrs. James Kinnaird, Mr. J. D. Kinnaird, Mr. and Mrs. D. Templeton, Mr. and Mrs. A. Forbes, Mr. and Mrs. J. McCubbin, Mr. and Mrs. W. J. Hill, Mr. and Mrs. John Ferguson, Captain and Mrs. Sutor, Mr. and Mrs. J. E. Hansen, Connie and Marjorie Hanson, Mr. Chon Po-sien, Mr. Chon Po-win, Misses Frost, Mr. and Mrs. J. D. Milne, Mr. and Mrs. D. Glendinning, Mr. and Mrs. Neil Drummond, Mr. and Mrs. W. Budge, Mr. and Mrs. Kelman, Mr. and Mrs. Course, Mr. and Mrs. Muir, Mr. and Mrs. Pryce, Mr. and Mrs. Foulds, Mrs. Mackenzie and family, Mr. and Mrs. Weir, Mr. and Mrs. T. Morrison, Mr. and Mrs. Tully, Mr. and Mrs. Hollo-way and family, Mr. and Mrs. Banner, Mr. and Mrs. Owen, Mr. and Mrs. Smyth, Mr. and Mrs. J. Stewart, Mr. and Mrs. A. Stalker, Mr. and Mrs. Fowler and family, Mr. and Mrs. D. A. Purves, Mr. and Mrs. F. Soutar, Mr. and Mrs. A. McFarlane, Mr. and Mrs. W. McFarlane, Mr. E. B. Hornell, Mr. Arthur Piercy, Messrs. T. H. Gutch, E. G. Wilkinson, R. J. Sneddon, W. Brown, D. G. Nicoll, D. Gow, W. A. Duce, J. B. Spiers, J. W. McCormack, A. McKirdy, Mr. D. McNeill and Miss McNeill, Madame Elias and family, Miss D. Haynes, Betty and Dorothy, Helen and Margaret, Institute of Engineers and Shipbuilders, Jardine, Matheson & Co., China Sugar Refining Co., Town Office, China Sugar Refinery's Staff, China Sugar Refinery's Chinese Staff, China Sugar Refinery's East Point Office Staff, China Sugar Refining Co., Ltd., The Sugar, Boilers, East Point.

ELLIS KADOORIE SCHOOL BOY SCOUTS.

A COMMENDABLE ACT.

We do not think the following act of the Boy Scouts should pass unnoticed. The Boy Scouts have not been formed very long and yet we have had several indications already of the fact that during their short existence they have become imbued with a spirit which shows the value of their training.

At 10 p.m. on the 15th of this month two boys were preparing for bed in their houses in Gutzlaff Street when two shots rang out. They ran into the street, and saw a Chinaman had been murdered. Full-grown Chinamen in the neighbourhood feared for their skins and kept away. Not so these two boys. They went up to the dying man and carried him to the Police Station. The blood was pouring freely from two wounds and the boys became covered with blood. One was only 15 years of age and the other 17. Their names are Chan Hung Yun and Li Hok Wai. This brave act would never have been recorded had it not been that the Inspector of Police at the Central Station sent for them again, and so it came to our notice.

COLONY'S HIGHER EXPENDITURE.

A comparative statement of revenue and expenditure for the period ended January 31st, 1922, shows the total revenue for the month to be \$1,835,117 compared with 1,336,236 for the same period last year. The expenditure amounts to \$1,224,023, as against \$851,403 for January, 1921.

The increased expenditure is not due, as might be supposed, to the Seamen's Strike, but to the large number of schemes in hand by the Public Works Department.

DR. SUN YAT-SENSI EXPEDITION.

VICTORIES REPORTED FROM SOUTHERN KIANGSI.

The Canton Times reports that the main force of the Northern Expedition armies have concentrated at Nanyang and are attacking southern Kiangs. The forces under General Li Lich-chun have been ordered by President Sun to attack Kien-nan and Lungnam districts in southern Kiangs.

The following telegram has been received from the newspaper's correspondent at the front: "General Li Ming-yang, in command of the Second Brigade of Kiangs troops of the Expeditionary Army, has captured Lungnam and Kiennam, two districts in Kiangs. Kiangs' Tuchun Chan's northern troops are fleeing in disorder from these two districts. Our troops are attacking Sinfeng."

GENERAL CHEN AND DR. SUN YAT-SEN.

A MODIFIED ACCOUNT OF THEIR DIFFERENCES.

Mr. Chen Kue-ming, a younger brother of General Chen Chiung-ming, has arrived in Shanghai.

In an interview with a representative of the Kuo Wen News Agency, Mr. Chen said that he had come to Shanghai about certain private business and mentioned that he was leaving for the West Lake, Hangchow, in a few days' time.

The reports which are being circulated in connexion with the relations between Dr. Sun Yat-sen and his brother, he said, are to a great extent incorrect. The reason why General Chen Chiung-ming left Canton for Waichow (where he is now staying) is because there were certain misunderstandings which have now been explained and adjusted.

"President Sun Yat-sen," stated Mr. Chen, "knows that it is essential that he should have the aid of Chen Chiung-ming, not only in the administration of Kwangtung but in the anti-northern campaign; hence he has repeatedly urged my brother to return to Canton. My brother, however, desires to live a retired life but it is possible, if the situation needs his aid, that he will come out and serve his country."

Mr. Chen has been to General Hung Chao-lun, a well-known Cantonese General who is at present living in Shanghai, having come here several months ago, and Hung has promised to return to Kwangtung within the next few days.

"My brother heartily approves of the anti-northern campaign," said Mr. Chen. "The report that I have come to Shanghai on his behalf to meet the representatives of General Wu Pei-fu to discuss terms is without foundation."

"My brother still obeys the orders of President Sun Yat-sen, and even if there are petty misunderstandings, these will not result in the breaking of their friendship which has existed for many years past."

JUSTICES OF THE PEACE.

LATEST APPOINTMENTS.

The following new Justices of the Peace have been appointed:—

OFFICIALS.—Thomas William Ainsworth James Arthur Edward Bulluck, M.B.E. D.C.M., William James Carrie, Ernest Rowlley Dovey, A.R.C.S., A.C.I., F.C.S., Harold Green, and William James Woodman, M.R.C.S., L.R.C.P., Eng., L.S.A., London.

NON-OFFICIAL.—Henry Birkett, David Keay Blair, Sir William Brunyate, K.C.M.G., Anthony Henry Carroll, Perry Alexander Cox, Henry Lardner Denny, Walter Arthur Dowley, Lo Chung-kue, Hajee Mohamed Hassan Nemazee, William Edward Leonard Shenton, James Harper Taggart, Norval Charles Wilson, and Wong Kwong-tin.

DECORATION FOR MAJOR CHRISTOPHER WILLSON.

The Colonial Officers' Auxiliary Forces Decoration was presented to Major Christopher Willson, O.B.E., by Lieut. Colonel W. N. Nicholson, C.M.G., D.S.O., Officer Commanding the Troops on the 20th inst.

Major Willson, an old militia officer, has spent more than 22 years military service in different parts of the world, including the South African War, and the war 1914-1918 in France and Russia. He was mentioned in Despatches by Major-General Sir W. E. Ironside K.C.B., C.M.G., D.S.O., for services rendered in North Russia.

During the recent Strike he enrolled as a Gunner in the Artillery Company of the Hongkong Volunteer Defence Corps.

LANE, CRAWFORD, LTD.

CHINA AND GLASS DEPT.

BLUE WILLOW PATTERN BREAKFAST WARE.

We have just received a delivery of this old favourite Chinaware and are able to offer it at greatly reduced prices:—

Plates in 4 sizes	... \$4. \$4.50, \$5 & \$6.50 per dozen.
Dishes in 3 sizes	... \$1, \$1.50 & \$2.00 each.
Vegetable Dish divided	... \$5.25 "
Breakfast Cups & Saucers	... \$8.50 per dozen.
Tea Cups Saucers	... \$7.50 "
Tea Pots in 3 sizes	... \$1.75, \$2.25 & \$2.75 each.
Coffee Pots in 2 sizes	... \$2.00 & \$2.75 "
Jugs in 4 sizes	... \$70, \$80, \$90 & \$1.00 "
Covered Sugars	... \$1.75.
Sugar Bowls	... \$.80.
Butter Dishes	... \$2.25 each.
Egg Cups	... \$3.50 per dozen.

LANE, CRAWFORD, LTD.

THE CATERING DEPARTMENT

CAFÉ WISEMAN

is now replete with every requisite for carrying out orders for
BATHING AND MOTORING PICNICS
WEDDING RECEPTIONS, GARDEN PARTIES
PRIVATE DINNERS, DANCE SUPPERS
LAUNCH AND YACHTING PICNICS.

Estimates and Menus can be had on application for any of the above no matter how large or how small the number to be catered for. All viands provided are of the finest quality supplied by the DAILY FAIRM and prepared in the most recherche style by experienced Cooks under expert European supervision.

LANE, CRAWFORD, LTD.

NEW COLUMBIA RECORDS

3569 (SONG OF INDIA TO A WILD ROSE ... Fox-Trot	3572 (LOVE DAYS LITTLE THOUGHTS... Fox-Trot
3568 (CALIFORNIA AN OLD FASHIONED GIRL ... "	3571 (IF YOU KNEW SHE'S A MEAN JOB ... "
3563 (DOO DAH BLUES LO-LA-LO ... "	3570 (VIRGINIAN BLUES DEAR OLD SOUTH LAND ... "

ANDERSON'S

Powell

TELEPHONE 3146.

THE NEWEST—AND THE BEST—PYJAMAS PROCURABLE

SILK AND WOOL—
SPUN SILK—
TAFFETA.

New stock just received in many attractive designs.

These goods represent the last word in quality style and all-round value and are ideal for SUMMER WEAR.

NEW ADVERTISEMENTS

WISMAN, LIMITED
(IN LIQUIDATION)

A FINAL BONUS of 50 CENTS per share has been declared, warrants for which may be had on application to Messrs. PERCY SMITH, SMITH & FLEMING.
J. HENNESSEY BETH, Liquidator.
Hongkong, 20th May, 1922. [1041]

NOTICE

I THOMAS HENRY GORDON BRAY, F.R.I.C., of Victoria in the Colony of Hongkong, HEREBY GIVE NOTICE that in consequence of the name being unsuitable it is my intention to apply to the Board of Trade under Section 47 of the Merchant Shipping Act 1894 in respect of my ship "Quinnabug" of 100 tons, of registered gross tonnage, and 100 tons of deadweight, owned by the United States Shipping Board, for permission to change her name to "Pong Tung" to be registered in the said new name at the port of Hongkong as owned by me. Any objections to the proposed change of name must be sent to the Harbour Master, Hongkong, within seven days from the appearance of this notice.
Dated the 20th day of May, 1922.
(Sd.) T. H. G. BRAYFIELD.
[1042]

IN THE SUPREME COURT OF HONGKONG

PROBATE JURISDICTION.

IN THE GOODS OF JAMES TOTTEN SHAW late of Victoria in the Colony of Hongkong, Merchant, deceased.

NOTICE IS HEREBY GIVEN that the Court has, by virtue of Section 56 of Ordinance No. 2 of 1877, made an Order, Entitled the time for Creditors and others to send in their claims against the above Estate to the 20th June, 1922.

All Creditors and others are accordingly hereby required to send their claims to the undersigned on or before that date.
Dated the 20th day of May, 1922.
JOHNSON, STOKES & MASTER,
Solicitors for the Executors,
Princes Building,
Ice House Street,
Hongkong.
[1043]

NOTICE

HARBOUR LAUNCHES.

WITH a view to assisting work in the Harbour during the negotiations between those concerned in the present dispute, it has been arranged to inaugurate a towing service to expedite the shipping and landing of cargo. Commencing from To-day a towing launch will be stationed in the vicinity of Jardine's West Point Wharf to assist lighters and junks which should assemble there. It is also hoped to arrange for loaded cargo boats to be towed from alongside Steamers to West or East Point as required. **SIGNALS**—Junks and lighters requiring towing assistance will hoist two black flags in the rigging. The towing launch detailed for duty will be distinguishable by a Red Ensign at the Fore. Steamers which have loaded lighters alongside which require towing assistance should hoist Red Ensign at the Fore. **CHARGES**—\$2.00 will be charged for towing of boats over 60 tons, and \$1.00 for those under.

The foregoing is a provisional arrangement subject to amendment as required. No responsibility can be accepted for loss or damage arising in connection with the above service.
For LAUNCH REQUIREMENT COMMITTEE.
S. T. WILLIAMSON,
Union Building.
Telephone No. 3755. [1045]

NOTICE TO CONSIGNEES.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION CO.'S STEAMER "DELTA"
Arrived Hongkong on 21st May, 1922.

From ANTWERP, LONDON, GIBRALTAR, MARSEILLES, PORTSAID, ADEEN, SOUMBAI, COLOMBO & STRAITS.

CONSIGNEES of Cargo by above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out. Mark by Mark and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions have been given to the contrary 8 hours before arrival of the Steamer. Goods not cleared within 8 days, including date of arrival, will be subject to rent. No Fire Insurance will be effected by us in any case whatever. Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Storekeepers, Messrs. GODDARD & DOUGLAS, at 10 A.M. on MONDAYS and TUESDAYS.

All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the goods have left the Godown.

YOUTH WILL BE SERVED.
H. B. WARNEE
IN
"WHEN WE WERE TWENTY-ONE."
[1046]

TO SECRETARIES OF CLUBS AND OTHER INSTITUTIONS.

ALL preliminary notices of forthcoming meetings, lectures and entertainments, and for insertion in the news columns of the *Hongkong Daily Press*, are charged for at the rate of \$1 each (as announced in May and June 1920), providing that they do not occupy more than four lines. In future if this space is exceeded they will be placed in the advertised column at the prevailing rates.

INTIMATIONS

THE "STAR" FERRY CO., LTD.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the TWENTY-FOURTH ORDINARY ANNUAL MEETING of this Company will be held at the Offices of Messrs. JARDINE, MATHESON & CO., LTD., on TUESDAY, the 23rd May, 1922, at 11.00 A.M., for the purpose of receiving the Report of the Directors together with a Statement of Accounts, to April 30th, 1922.

The Register of Shares of the Company will be CLOSED from Wednesday, the 17th May, 1922, to Tuesday, the 23rd May, 1922, both days inclusive.

By order of the Board of Directors,
F. H. CHAPPELL,
Acting Secretary.
Hongkong, 12th May, 1922. [998]

INDO-CHINA STEAM NAVIGATION CO., LTD.

THE FORTY-FIRST ORDINARY GENERAL MEETING of the Company will be held at the Offices of the General Managers Messrs. JARDINE, MATHESON & CO., LTD., Pedder Street, Hongkong, on TUESDAY, 23rd May, 1922, at noon for the purpose of receiving the Report of the Directors, passing the accounts, and electing Directors and Auditors.

The Transfer Books of the Company will be CLOSED from the 16th May to 8th June, both days inclusive.

By Order of the Board,
JARDINE MATHESON & CO., LTD.,
General Managers.
Hongkong, April 28th, 1922. [941]

PEAK TRAMWAYS CO., LTD.

NOTICE IS HEREBY GIVEN that the ANNUAL ORDINARY GENERAL MEETING of SHAREHOLDERS of the above Company will be held at the HONGKONG HOTEL, Hongkong, on THURSDAY, the 25th May, 1922, at 11 o'clock in the forenoon, for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 30th April, 1922.

The TRANSFER BOOKS of the Company will be CLOSED from Saturday, the 18th day of May to Friday, the 26th day of May, 1922, both days inclusive.

By Order of the Board,
PEAK TRAMWAYS CO., LTD.,
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 18th May, 1922. [1016]

UNION INSURANCE SOCIETY OF CANTON, LTD.

THE Certificate No. 1162 for one Silver Share, No. 34 now converted into 5 gold shares in this Society standing in the name of HALFORD & CO., of London, has been declared LOST and if at the expiration of 6 months from the date hereof the above document be not forthcoming the said Certificate will be deemed cancelled and of no effect, and a certificate for the 5 gold shares will be issued in its stead by the Society.
C. MONTAGUE EDE,
General Manager.
Hongkong, 19th May, 1922. [1033]

NOTICE

I, H. M. H. NEMAZEE, of Prince's Buildings, 1, Des Voeux Road, Hongkong, hereby give notice that in accordance with the conditions of purchase and sale, and in conformity with the names of the vessels owned by me, I have applied to the Board of Trade, under Section 47 of the Merchant Shipping Act 1894, in respect of the ship "ALMERIA" of Hongkong official number 113715 of gross tonnage 4,668 tons register tonnage 2,884 tons hitherto owned by me, for permission to change her name to "ARMANESTAN" and to have her registered in the new name at the port of Hongkong as owned by me.

Any objection to the proposed change of name must be sent to the Registrar of Shipping at Hongkong within seven days of the appearance of this advertisement.

Dated at Hongkong, this Seventeenth day of May, 1922.
H. M. H. NEMAZEE.
[1024]

NOTICE

I, H. M. H. NEMAZEE, of Prince's Buildings, 1, Des Voeux Road, Hongkong, hereby give notice that in accordance with the conditions of purchase and sale, and in conformity with the names of the vessels owned by me, I have applied to the Board of Trade, under Section 47 of the Merchant Shipping Act 1894, in respect of the ship "JOHN SANDERSON" of Hongkong official number 95294 of gross tonnage 3,271 tons register tonnage 2,061 tons hitherto owned by me, for permission to change her name to "DASHISTAN" and to have her registered in the new name at the port of Hongkong as owned by me.

Any objection to the proposed change of name must be sent to the Registrar of Shipping at Hongkong within seven days of the appearance of this advertisement.

Dated at Hongkong, this Seventeenth day of May, 1922.
H. M. H. NEMAZEE.
[1025]

THE CHINESE ENGINEERING AND MINING CO., LTD.

NOTICE TO HOLDERS OF SHARE WARRANTS TO BEARER.
ISSUE OF NEW TALONS WITH COUPONS Nos 11 to 40 ATTACHED.

NOTICE IS HEREBY GIVEN that the TALONS at the foot of the Share Warrants to Bearer must now be detached and surrendered to the Tientsin Office of the KAILAN MINING ADMINISTRATION. Applications must be made in person or through a Banker or other duly authorised Agent, and listed on the paper form.

Applications through the post cannot be dealt with. The new Talons with Coupons Nos. 21 to 40 attached will be ready for issue in about 4 months.
(Sd.) P. C. Y. UNG,
Joint General Manager,
KAILAN MINING ADMINISTRATION.
[1038]

INTIMATIONS

HONGKONG JOCKEY CLUB.

THE HALF-YEARLY GENERAL MEETING of Members will be held on TUESDAY, 23rd May, at 4.30 P.M., in the Jockey Club Rooms, Hongkong Club Annex, [1019]

IMPORTS & EXPORTS OFFICE.

EMPIRE DAY.

THIS DEPARTMENT will be open for payment of Liquor duties only from 9 A.M. to 12 noon on WEDNESDAY, the 24th May, 1922. Licensed Warehouses will be entirely closed on that day.

N. L. SMITH,
Superintendent,
Imports and Exports
Hongkong, 19th May, 1922. [1037]

LAU CHU PAK (DECEASED).

ALL Claims against the estate of the above deceased must be sent to the undersigned forthwith.

F. E. NASH,
Solicitor,
10, Queen's Road Central.
Dated the 18th day of May, 1922. [1024]

TENDERS.

TENDERS will be received for the hire of materials and workmanship for the installation of 8,000 Electric Lamps of various candle-power, for illumination purposes, 1,000 decoration flags and 10,000 Japanese Lanterns.

Tenders should be addressed to Mr. F. N. DA SILVA MACAO, not later than the 25th inst., after which date they will not be considered.
F. N. DA SILVA MACAO.
Macao, 19th May, 1922. [1033]

IN THE SUPREME COURT OF HONGKONG.

PROBATE JURISDICTION.

ACTION No. 9 of 1920.
Between LAU TSZ TSU, LAU TANG SHI LAU, SEE SHI LAU YIU SHI & LAU LI SHI, Plaintiffs,
and
LAU SHIU CHUEN, Defendant.

By order of the Supreme Court of Hongkong, and Under the direction of the Registrar, Supreme Court.

Messrs. LAMBERT BROTHERS have received instructions to sell by PUBLIC AUCTION on

TUESDAY
the 30th day of MAY, 1922,
at 3 o'clock P.M.,
WITHOUT RESERVE.

All the right title and interest of the above-named defendant LAU SHIU CHUEN alias LAU WAI CHUN or (CHAN) of and in the following property situate in the Colony of Hongkong:

No. 27, BONHAM STREET, VICTORIA, being Sub-section 2 of Section B of Marine Lot No. 4.

Particulars and conditions of sale can be obtained from:
Messrs. DENNY and BOWLEY,
No. 84, Des Voeux Road, Hongkong,
Solicitors for the Plaintiffs,
or from
Messrs. LAMBERT BROTHERS,
The Auctioneers.

Hongkong, 19th May, 1922. [1040]

SAFETY FIRST.

MODERN SAFE DEPOSIT BOXES FOR RENT.
For Terms, Please Apply to—

THE BANK OF EAST ASIA, LTD.
[1013] HONGKONG.

G. R.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, on

THURSDAY
the 25th May, 1922, at 9.30 a.m., at H.M. Dockyard, Hongkong, and H.M. Dockyard Kowloon.

STEEL AND METAL SCRAP, WINCHES, WOOD CASES, STEEL BOILER TUBES, OLD IRON, CONDENSER TUBES, LEAD INGOTS, MISCELLANEOUS MACHINERY, HOSPITAL STORES,
etc., etc., etc.

Naval Dockyard Launches will convey intending purchasers to Kowloon on completion of sale of lots in Naval Yard, Hongkong. On view day before sale.

Terms: Cash on delivery.
By Appointment Auctioneers to the Admiralty.
Hongkong, 12th May, 1922. [1001]

NOTICE.

OWING to the advancing cost of newspaper production, it has been decided to make an increased charge of 20 per cent. on present rates, as from April 1st, 1922, on the following descriptions of casual advertisements namely—
Government Notifications.
Municipal Notifications.
Official Notifications.
Legal Notifications.
Company Notifications.
Association, Club and Society Notices.
This, of course, does not affect the charges made for contracts or spaces held by commercial firms or for small "Want" advertisements.
HONGKONG DAILY PRESS.

INTIMATION

W. & A. GILBEYS

"SPEY ROYAL"

SCOTCH WHISKY.

THE CHOICEST and OLDEST procurable.

Messrs. W. & A. Gilbey.

Ltd. being the proprietors

of Three Highland Distilleries, are in a position

second to none to supply

the finest possible Scotch

Whisky.

"SPEY ROYAL" Scotch

Whisky has been matured

for many years in their own

Excise Bonded Warehouse,

and has been specially stored

in Sherry Casks.

SOLE AGENTS—

A. S. WATSON &

CO., LTD.,

Wine & Spirit Merchants.

BIRTHS.

FERRIS.—At Shanghai, on May 12th, to

Mr. and Mrs. W. H. FERRIS, a son.

FRASER.—At Shanghai, on May 15th, to

Mr. and Mrs. JOHN DUNCAN FRASER, a daughter.

FOXMAN.—At Shanghai, on May 14th, to

Mr. and Mrs. CHAS. FOXMAN, a son.

HAWKINGS.—At Shanghai, on May 17th, to

Mr. and Mrs. W. J. HAWKINGS, a daughter.

KINGSLEY.—At Nanking, on May 13th, to

Mr. and Mrs. OLIVER S. KINGSLEY, a son.

LIDDELL.—At Shanghai, on May 14th, to

Mr. and Mrs. N. O. LIDDELL, a son.

NENGAARD.—At Shanghai, on May 13th, to

Mr. and Mrs. J. P. B. NENGAARD, a son.

TONKIN.—At Shanghai, on May 11th, to

Capt. and Mrs. W. TONKIN, a daughter. (Still-born).

UNDERWOOD.—At Shanghai, on May 17th, to

Mr. and Mrs. J. H. UNDERWOOD, twin boys.

MARRIAGE.

FISHER.—McDONALD.—At Hankow, on May

10th, THOMAS JAMES FISHER, to

MARGARET MARY, eldest daughter to

Mr. and Mrs. John McDonald, formerly of Keppoch, Invernesshire and now of Cape Town.

DEATHS.

EDWARDS.—At the Isolation Hospital, Shanghai, on May 14th, Mr. BURGESS

ALLISON EDWARDS, aged 30 years.

FARMER.—At Newchwang, on May 7th, GEORGE FRANCIS FARMER, in his 40th

year.

MALCOLM.—At Shanghai, on May 15th, ALEXANDER SCULLER (Allick), beloved

son of Allan and Bella Malcolm, aged 30 months.

PARK.—At Shanghai, on May 15th, PETER

BENKIN, the dearly beloved child of Mr. and Mrs. E. Park, aged six months.

HONGKONG OFFICE: 10A, DES VOUEX RD., C.

LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, MAY 22ND, 1922.

THE GENOA CONFERENCE

ANTHEM.

For many days and weeks past the whole

world has been reading the news from

Genoa with feelings approaching dismay,

and only a day or two ago the cables

were representing the general trend of the

comment of those in close contact with

what has been going on as "the funeral

chant of the Conference." To-day the

cables sing an anthem of hope, for they

give us a digest of an inspiring speech by

the British Prime Minister delivered at

the close of the first plenary session. He characterises the Conference as "an inspiring landmark on the pathway to universal peace," although he confessed that the Conference had not progressed as far as the most sanguine had expected.

No one has been more sanguine of the success of the Conference than Mr. LLOYD GEORGE himself, but he has found the attitude of Russia a far more formidable obstacle than he had anticipated. While the United States has remained entirely aloof from the Conference at Genoa and proposes to stand outside the further Conference at The Hague until Russia has rid herself of Sovietism, as the first essential step towards economic restoration, the British view, as it finds expression in the speeches and acts of the Prime Minister, has been that this object, which all the Allies and the Neutral Powers aim at achieving, can best be assisted by plain speaking in international conferences in which the representatives of Russia come to defend or plead the nation's cause.

Always an optimist, Mr. LLOYD GEORGE has evidently persuaded himself that by these "heart-to-heart talks" at the international conference table, Russia may yet be prevailed upon to depart from the error of her ways, and to respect the code of honour by which alone amicable international relations are possible. He confessed, however, that if the Memorandum which Russia had presented at the Conference was to be the last word, then "he would despair of accomplishing anything at The Hague." Nevertheless the various Commissions have done important work and not the least notable of the tangible results of the Conference has been the provisional adoption of the "Non-aggression Pact." That is indeed "a landmark on the path-way to universal peace." It is an agreement which requires endorsement by the Parliaments of the respective countries, and if that is secured and the Pact is established Mr. LLOYD GEORGE is probably safe in saying that the nations would not go back on it, and that its psychological international effect would be electrical. It is the essential foundation of that co-operative work which it has been the aim of the Conference to promote for the economic reconstruction of Europe. The Conference has certainly enhanced the international reputation of the British Prime Minister who has been so dominating an influence upon its proceedings, and the cheers with which his final speech was received must leave upon the world the impression that this endorsement by the Conference of the high value he sets upon the achievements and aims of the Conference contains a welcome assurance that the Conference has exerted a wholly beneficial influence and that from it we may hope for fruitful results.

Mr. A. Scott Morris, of Messrs. Jardine, Matheson & Co.'s Shanghai office, has been transferred to Swatow.

A reward of \$100,000 has been offered

for the capture of Marshal Chang Tso-lin, dead or alive, states the Chinese Press.

A Chinese would-be suicide was cut

down just in time to save his life, on Friday, near the Bacteriological Laboratory.

Two armed men held up a ricksha

coolie in Wungneichong Road at midnight on Friday. The coolie's purse containing his day's earnings was stolen.

The death is announced in the Home

papers of Mr. Edmund Thomas Bond, late of Canton. He died at Beigate on April 14th. His age is given as 62.

A coolie fractured his thigh at the

Green Island Cement Works on Friday afternoon. The man was fixing a pulley belt when he slipped and fell a distance of eighteen feet.

The figures of the census of Indo-China

taken in 1921 are just to hand and read: Cochin-China 3,765,613; Tonquin 6,550,453; Annam 4,933,428; Cambodia 2,402,556; Laos 818,755; grand total 18,983,203.

M. Bardin, the Resident of Cambodia,

has taken up duties at Saigon as acting Governor-General of Indo-China during the absence of the permanent Governor-General M. Maurice Long, who is travelling to France on sick leave.

The cruiser Montcalm after visiting

Hongkong and Shanghai has returned to Haigou. After provisioning she will proceed via Peking, Soerabaja, Madagascari and Djibouti to Toulon. This is likely to be her last voyage as she will be dismantled.

A young Chinese woman was found in a house on the Praya East suffering from poisoning, alleged to have been self-administered. The woman is now in hospital in a very critical condition.

H.E. the Governor has appointed Subadar-Major Mana Rawat, 102nd K.E.O. Grenadiers, to be one of his Honorary Aides-de-Camp vice Subadar-Major Rohan Khan, 2/22nd Punjabis.

It is notified that the Controller of the Local Clearing Office has been authorised to accept claims under Article 296 of the Treaty of Versailles made by the Siamese nationals resident in the Colony.

The announcement is made of the engagement of Mr. W. S. Dupree, taipan of the Hankow branch of Messrs. Jardine, Matheson & Co., to Miss Mona Macintyre, daughter of Mr. and Mrs. W. H. Macintyre of 38, Madison Avenue, New York.

A very successful smoking concert was held at the Catholic Men's Club on Saturday evening at which a number of Service men assisted in the programme. The affair was organised by the Secretary of the Club (Mr. F. H. Diller) and was well attended.

A motor road from Shek O Gap to Shek O Village, a low-level road to connect Big Wave Bay and Island Bay, a road connecting Broadwood Road with Wungneichong Gap Road, and a road contouring the hillside above Conduit Road are about to be begun.

Shanghai papers announce with regret the death of Mr. Burgess Allison Edwards, a prominent and popular member of the American community of Shanghai. He was taken ill suddenly on Wednesday evening, the 10th inst., and, in spite of a brave fight for life, succumbed on the 14th to a virulent attack of scarlet fever.

The death is reported from Nagasaki of Mrs. Barff, an old resident at the port. Mrs. Barff died on the 5th inst. after a long illness, at the age of 87. Mr. Barff, who was for many years in the service of the Hongkong Government, settled down at Nagasaki with his wife on retirement, and died there 30 years ago. His wife, who has long survived him, for many years played a prominent part in the social life of the foreign community. Mrs. Barff leaves two sons.

A young Chinese girl stabbed an elderly woman in a house in Wellington Street with a pair of scissors on Friday. The woman was removed to hospital suffering from three stab wounds on the face. At the Magistracy

LLOYD GEORGE ON GENOA CONFERENCE RESULTS.

A THRILLING SPEECH.

TEMPORARY NON-AGGRESSION PACT ADOPTED.

IRISH COALITION FORMED.

BUT OUTRAGES CONTINUE.

THE OPIUM TRAFFIC.

SIR JOHN JORDAN PESSIMISTIC.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

GENOA CONFERENCE.

NON-AGGRESSION PACT ADOPTED.

RUSSIANS REPEAT THEIR RESERVATIONS.

Genoa, May 20th.

The plenary Commission adopted a resolution embodying the temporary non-aggression pact. The Russians and a few minor states repeated their reservations. Mr. Barthou declared that he had recommended the pact's adoption to his Government.

M. Chicherin requested that an international body and not the League of Nations be entrusted with the treatment of the sanitary questions of Europe.

Mr. Lloyd George's final speech was loudly cheered.

M. Barthou criticised both the Germans and Russians, pointing out to the former that in 1914, France did not want war, and to-day she again wanted peace.

THE PATHWAY TO UNIVERSAL PEACE.

Genoa, May 20th.

Mr. Lloyd George said that the Conference was the most remarkable in history, and would remain forever as an inspiring landmark on the pathway to universal peace, although they had not progressed as far as the most sanguine had expected.

ELECTRICAL EFFECT OF NON-AGGRESSION PACT.

A WARNING TO RUSSIA.

He warned the Soviet representatives that when they came to The Hague they must not go out of their way to trample on the principles which were our very life-blood, namely, the full recognition of their obligations.

Russia if she wanted money must accept the code of honour which had descended to us through generations, and if the Russian memorandum was the last word from Russia, he would despair of accomplishing anything at The Hague.

The non-aggression pact was only provisional, but once it was established the nations would not go back. Its psychological international effect would be electrical.

A considerable part of Mr. Lloyd George's finely worded speech, which was listened to with almost breathless silence throughout, was devoted to summing up what the Conference had accomplished and also to plain speaking to the Russians. In the former connection he expressed the opinion that the Peace Pact, the reports and recommendations of the Finance, Economic and Transport Commissions alone justified the existence of the conference, although attention had fastened on controversial issues.

Mr. Lloyd George said that the life-line thrown out as he had hoped, neither had it been snapped nor released, but we desired to draw eastern Europe towards life. He wound up with the assertion that the Peace Pact, though at present provisional, was going to endure for the thrill of peace had gone through Europe's veins.

MR. LLOYD GEORGE'S WONDERFUL RECEPTION.

London, May 20th.

A huge crowd, including two hundred parliamentarians and politicians, greeted Mr. Lloyd George a wonderful reception on his arrival at Victoria Station from Genoa. Lord Chamberlain was among the first with his congratulations, conveying a message from the King welcoming him home. The popular greeting continued along the route to Downing Street, where there was another series of informal receptions by ministers and others.

DELEGATES DEPART.

Genoa, May 20th.

All the delegations have departed except the Russians who leave to-morrow. M. Chicherin remains for a few days.

THE SITUATION IN IRELAND.

FORMING A NATIONAL COALITION.

London, May 20th.

In the Daily Eireann the speaker announced that Messrs. Collins and De Valera had agreed to the formation of a national coalition. The candidates for election will be nominated by the Party executives.

After the election the executive will consist of the President, the Minister for Defence and nine other ministers from the majority with five from the minority. Mr. Griffith moved and Mr. De Valera seconded a motion to hold the election in June. The motion was carried unanimously, amidst cheers. The Daily Eireann then adjourned to May 31st.

The coalition will be formed without prejudice to the respective positions of the two sections. The present strength of parties will be preserved, and present deputies returned, unless any outside interest puts forward successful opposition candidates, as the agreement expressly permits. Should the Coalition find it necessary to dissolve, further elections will be held as soon as possible on the basis of adult suffrage.

SHOOTINGS IN BELFAST AND ANTRIM.

London, May 20th.

Four were killed and twelve wounded in the shootings at Belfast on Friday. The outrages, including many incendiary fires, were continued to-day, up to the present three persons have been killed.

There were also numerous outrages in Antrim Town last night and this morning, including the destruction of the mansion of Lord O'Neill and Baroness Beres.

Attacks were made on various Police Barracks, with the firing of railway stations and private houses in north Antrim. Communication with Belfast was interrupted.

The Ulster Cabinet has been convoked to consider the situation.

FAILURE OF PEACE NEGOTIATIONS.

London, May 20th.

Mr. Griffith, in the Daily Eireann announced the renewed failure of peace negotiations, and moved an election on June 15th.

He declared that voters will be enabled to record their will on the treaty in spite of whatever intimidation was opposed thereto by the representatives of merely two per cent. of the population. The Daily Eireann then adjourned.

INCENDIARY FIRES IN BELFAST.

London, May 20th.

Seven fires, all believed to be the work of incendiaries, occurred in Belfast this morning. They broke out practically simultaneously, chiefly among the wholesale stores in the centre of the city. The fires succeeded in controlling the outbreaks but the damage is estimated at many thousands sterling.

A WIDESPREAD ORGANISED REBELLION.

London, May 20th.

Unlike most of the recent outrages in Ulster yesterday's operations were in the nature of a widespread organised rebellion. Details are meagre owing to the dislocation of communications, but a considerable number of rebels were involved and heavy casualties are feared.

The Northern Government announces that it has taken steps in conjunction with the police and military to cope with the situation.

STEAMER DISAPPEARED.

"EGYPT" IN TROUBLE NEAR BREST.

London, May 20th.

Lloyd's reports state that the Peninsular and Orient Company's steamer *Egypt* which was due to sail from Marseilles on April 28th, was disabled to the westward of Brest.

MR. LLOYD GEORGE RETURNING HOME.

Paris, May 20th.

Mr. Lloyd George arrived here and continued his journey to England. He did not alight from the train. Lord Hardinge, the British Ambassador, met him at the station, but not M. Poincaré.

THE ENGINEERING DISPUTE.

FURTHER NEGOTIATIONS PROCEEDING.

London, May 20th.

A meeting of the Federation of Engineering and Shipbuilding Trades at Portsmouth decided in favour of the resumption of negotiations for a settlement of the engineering dispute. The representatives of the unions concerned meet the employers to-morrow.

FURTHER PROPOSALS FOR SETTLEMENT.

London, May 20th.

The negotiating committee of the engineering employers and the unions not including the Amalgamated Engineers Union, reached a tentative agreement which they are submitting to the individual unions on the 23rd inst.

CITY OF LONDON ELECTION.

EARL BALFOUR'S SUCCESSOR.

London, May 20th.

In the City of London by-election Mr. E. C. Grenfell the conservative candidate polled 10,114 votes and Sir Vansittart Bouverie, independent conservative polled 6,178. This seat has been held by Mr. Arthur Balfour (now Earl Balfour) since 1900.

The successful candidate, Mr. Edward Charles Grenfell, is a Director of the Bank of England and of the White Star Line. He is Vice-President of the International Mercantile Marine Company and a partner in the firm of Morgan, Grenfell and Company.

COTTON DISPUTE SETTLED.

London, May 21st.

The Lancashire cotton dispute has been settled.

GENERAL SEMENOFF RELEASED.

New York, May 20th.

General Semenov has been unrestrictedly released by an Appeal Court Order.

General Semenov was released pending the Supreme Court's decision on his appeal.

CAN PEERESS SIT IN THE HOUSE OF LORDS?

DECISION AGAINST LADY RHODDA.

London, May 20th.

The Privileges Committee of the House of Lords decided by 20 votes to 17 that Lady Rhodda's claim to a seat in the House of Lords was not established. The Committee will give the reason later.

BRITISH ARMY OF OCCUPATION.

GERMANY FOOTS THE BILL.

London, May 20th.

It is announced that from April 1st, 1921, to March 31st, 1922, £3,680,000 was collected by the Commissioners of Customs under the German Reparations Recovery Act. £3,104,000 of this amount was paid to the Exchequer on account of the costs of the British army of occupation.

INDIAN CONSPIRACY TRIAL.

FIVE YEARS IMPRISONMENT.

Lahore, May 20th.

The trial of a number of Sikhs on charges of conspiracy to murder officials and loyalists, which extended over several months, has ended. Three Sikhs were sentenced to five years' rigorous imprisonment, two were acquitted and one was bound over to be of good behaviour.

INTERNATIONAL LOAN FOR GERMANY.

CONFERENCE OF BANKERS.

London, May 20th.

Mr. Pierpont Morgan and Mr. Otto Kahn have arrived in England. Mr. Pierpont Morgan attends a conference of bankers in Paris to discuss an international loan to Germany.

BIG GERMAN SYNDICATE.

TO TRADE WITH RUSSIA.

Berlin, May 20th.

A big German syndicate comprising thirty-five large industrial firms and representing a capital of a milliard marks is being founded in Breslau to trade with Russia in railway material, agricultural machinery and building materials. Textiles will largely figure in the merchandise to be handled.

GAS EXPLOSION AT HARVARD.

TWO KILLED AND SEVERAL INJURED.

London, May 20th.

Two people, one of whom was a student, were killed and several injured in a gas explosion at the laboratory of the Harvard University.

GREECE'S "MAKESHIFT" CABINET.

Athens, May 20th.

A "makeshift" Cabinet has been formed under M. Protopapakis with M. Gounaris as Minister of Justice and M. Stratos as Minister of the Interior.

COUNTY CRICKET.

London, May 20th.

Middlesex beat Gloucestershire by three wickets. In Middlesex's first innings Parker took six wickets for 62 runs, and in the second innings Bruce made 84 runs.

Notts beat Glamorgan by eight wickets. The Notts bowler Richmond taking 8 wickets for 44 runs in Glamorgan's first innings and 7 wickets for 63 runs in the second innings. George Gunn made 109 runs in the first innings, and Whysall 92 in Somerset's first innings.

In Kent's second innings and Consider 91 in Somerset's first innings.

Yorkshire (playing Derbyshire) made 251. Roy Kilner compiling 90. Waddington took 4 wickets for 28 runs. For Cambridge in the match of the University against Warwick. Howell took 6 wickets for 24 and Browne (for Warwick) took 6 for 27. [The cable appears to have been badly mutilated in transit.—Ed.]

WORLD'S TENNIS CHAMPIONSHIP.

COVEY BEATS KINSELLA.

London, May 20th.

Playing at Prince's Club in the World's Tennis Championship, G. Covey of England beat W. Kinsella, of America, by 7 sets to 3.

LADIES' GOLF CHAMPIONSHIP.

London, May 20th.

In the final of the Ladies' Golf Championship at Sandwich, Miss Wethered beat Miss Cecil Leitch, the holder by nine up and seven to play.

LORD FRENCH UNVEILS BUST OF WASHINGTON.

New York, May 20th.

Lord French unveiled a bust of Washington at New York University.

GEOGRAPHICAL SOCIETY'S MEDAL.

Paris, May 20th.

The Geographical Society has presented a silver medal to Miss I. G. Kemp, who lectured on her recent travels in China.

NEW LAID EGGS FROM CHINA.

ARRIVE IN GOOD CONDITION.

London, May 20th.

Eleven thousand cases of eggs from China are being sent to London, in consequence of their fitness after a journey in the refrigerating chambers of the steamer *Formosa*.

RAILIER CABLES.

INTERNATIONAL INTER-COURSE.

WHAT AMERICA DEMANDS.

Washington, May 19th.

Mr. Child, conferring with Mr. Lloyd George and Signor Schanzer, communicated the American viewpoint that Russia must rid herself of sovietism as the first essential to economic restoration.

Addressing the Chamber of Commerce of the United States Mr. Hughes said that the nations might adopt whatever policies they pleased concerning local affairs, but if they sought international intercourse they must perform their international obligations. They put themselves outside the pale of international intercourse if they adopted a policy of confiscation.

LYNCHING HORROR IN GEORGIA.

SLOW TORTURE.

Daviesboro (Georgia), May 19th.

There were horrible scenes at the lynching of a 16-year old Negro in connection with the murder of a woman mail carrier. A mob of 2,000 participated. The Negro was tortured over a slow fire till he imploded another youth. He was then burned at the stake. Two hundred shots were fired at the body. The mob is searching for the other lad.

ANOTHER TEXAS LYNCHING.

NEGRO STRANGLED AND BURNED.

Athens, May 20th.

A Texas mob forced the jail and seized a negro who recently killed a white man, tied a rope to his neck and dragged him through the streets till he died from strangulation. They burnt the body on a pyre.

AMERICAN STEEL INDUSTRY.

WORKING DAY REFORM.

Washington, May 16th.

President Harding gave a dinner to a number of steel magnates at the White House. He urged the abolition of the 12-hour working day, but gave an assurance that the Government did not intend to interfere with private enterprise. He expressed the opinion that the United States was about to witness a great industrial revival, and could only hope that such abolition was carried out before business was in full swing again.

Mr. Cary, President of the United States Steel Corporation, afterwards declared that all 41 steel men present favoured abolition if and when practicable.

A committee of steel men presided over by Mr. Cary has been appointed to investigate the matter.

FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

P. & O. "DONGOLA" IN COLLISION.

ENGINE-ROOM DAMAGED.

SHANGHAI, May 20th.

The *Kumano Maru* has collided with the P. & O. *Dongola*. The latter's engine-room is damaged and she is returning to Shanghai for repairs.

[It will be noticed that the departure of the *Dongola* from Hongkong has been postponed from the 23rd to the 30th inst.]

CHINA'S CIVIL WAR.

FENGTIEN TROOPS STILL WITHDRAWING.

TIENSIN, May 20th.

The Fengtien troops completely evacuated Lunanow yesterday and are apparently withdrawing outside the Great Wall.

A STUPID CENSORSHIP.

SHANGHAI, May 19th.

Reuter's correspondent at Peking, says the withdrawal of Chang Tso-lin's censors in Peking has been followed by a police censorship which is more senseless than the former. Telegrams relating to Chang Tso-lin's independence manifesto are entirely suppressed, without the common courtesy of notifying the sender. This stupid policy is merely antagonising the Press.

A STATEMENT BY THE PEKING CABINET.

PEKING, May 20th.

The Cabinet has issued the following statement regarding Chang Tso-lin's manifesto of independence which is officially based on Reuter's report of May 14th.

Chang Tso-lin argues that President Hsu Shih Chang sacrificed the territories of Manchuria and Outer and Inner Mongolia, Jehol, and Chahar and says these regions are no longer part of the territory of the Chinese Republic.

Chang Tso-lin, without the order from the Central Government transported troops inside the Great Wall with the intention of causing hostilities. Time and again the Government instructed Chang Tso-lin to withdraw his troops to their original stations, but instead of obeying, he started warfare, greatly damaging the metropolitan area.

The Government dismissed Chang Tso-lin and appointed Tzu-hsi and Civil Governors to attend to affairs in Manchuria. The Government also resumed control of Mongolian affairs formerly in the hands of Chang Tso-lin. This shows the great importance the Government attaches to affairs in those regions, moreover, the dismissal of Chang Tso-lin merely meant a change in the person ruling those regions as the sub-Governments; it had nothing to do with those regions themselves. The territories of the Chinese Republic were laid down in the Constitution and cannot be influenced by Chang Tso-lin. In consequence of his dismissal Chang Tso-lin declares that the aforesaid regions are no longer part of the Republic. This proves his guilty of serious crime, violating the Constitution and rebelling against the nation.

Chang Tso-lin says that treaties and agreements made by President Hsu Shih Chang and after May 1st shall not be recognised unless he approves, but the Central Government is recognised by the Powers, and such are legal. Since his dismissal, Chang Tso-lin is an ordinary citizen and how can he defy the Government? His announcement shows that he intended to act the part of traitor to the Government. The Cabinet hopes that the representatives of the Powers will not be fooled by Chang Tso-lin.

It is understood that the Cabinet sent Wang Shih Chen has agreed to accept the Premiership on conditions that Chow Tze Chi carries on until after the Dragon Festival.

CABINET MAKING.

SHANGHAI, May 20th.

It is locally reported that Wang Shih Ching has consented to form a Cabinet.

OUTRAGES BY SOLDIERY IN HONAN.

SHANGHAI, May 20th.

A message dated May 18th from Kweichow, in the eastern portion of the province of Honan, states: "The city was looted last night by its own soldiers, five fires were started and a large section of the city was wiped out. Many persons were killed being burnt to death. All foreigners are safe, having taken refuge in the mission. Feng Yu Hsiang's soldiers arrived this morning and have taken charge."

The text of Chang Tso-lin's declaration of independence is given as follows: "I have received Peking's telegrams and mandates but I am taking no notice of them as I do not now recognize that the Three Eastern Provinces, Jehol, Chahar and Inner and Outer Mongolia are part of the Republic of China under the jurisdiction of the Peking Government. Now, therefore, I am personally assuming control over these places. All lives and properties of citizens of friendly nations will be protected to the best of my ability, and all former treaties shall be recognized as binding. I hereby announce that I have declared the independence of the places mentioned and hereafter all matters relating to foreign affairs must be brought to my notice at the General Headquarters at Lunanow where they will receive due and proper consideration. Beginning from this date this General Command will not recognize any treaties that may be made relating to the above mentioned places without authority first having been obtained from us."

THE OPIUM TRAFFIC.

SIR JOHN JORDAN PESSIMISTIC.

London, May 20th.

Sir John Jordan, interviewed by a representative of the *Manchester Guardian*, said he was greatly disappointed at the report that the Council of the League of Nations had reserved for private consideration the report in regard to the cultivation of poppy. This would mean that the question would be referred back to a commission, and there would be another year's delay.

Till the question of the cultivation and manufacture was tackled wholeheartedly, it was not much good imposing systems of importation, certificates and other measures through which illicit drug merchants could drive a coach and four.

The attitude of all the Governments seemed to be that 'charity begins at home, and as long as their own citizens were more or less protected, the worldwide aspect of the problem did not seem to engage much attention.

STRONG PROPAGANDA CAMPAIGN NECESSARY.

Mr. Chao Hsin Chu stated that he had cabled the Chinese Government, very strongly, urging them to re-investigate the question of the recrudescence of poppy-growing and to invite the Chambers of Commerce, and the educational bodies and the Anti-Opium Association to participate. He had also urged strong public anti-opium propaganda, wherein the student class would be the greatest aid.

CHINA BANK CONSORTIUM.

AN UNFOUNDED REPORT.

London, May 20th.

The report that the China Bank Consortium was considering withdrawal from Chinese matters is unfounded. The recent meeting of the Council of the Consortium was unanimously of the opinion that the Consortium should continue the policy of holding itself prepared to assist in China's economic and financial development, if upon the establishment of more stable political conditions there, its good offices are requested.

GERM-KILLING DYES.

MANCHESTER SCIENTISTS' EXPERIMENTS.

An important paper on the uses of various dyestuffs in the treatment of disease was read on March 20th before the Society of Chemical Industry at Manchester by Dr. Arnold Benschaw and Mr. Thomas Fairbrother. They referred to the great dye-drugs at present in use, notably Ehrlich's famous salvarsan, or "606." The object of this branch of chemistry was to produce poisons having definite and specific effects on the germs of disease. The dye must kill one particular germ, but not the human host of that germ. Great strides have been made in this direction; an illustration was the fact that at sewage works where the disposal of the sewage depends on bacterial action it is now possible by the use of a specific dye-stuff to kill other micro-organisms which are hostile to the purifying germs without injuring the latter. (This is analogous to the killing of birds of prey by a game-keeper.) Already dyes have been found which in the same way pick out and destroy in the blood many of the germs of disease.

News is just to hand that the Rev. J. P. Bruce, M.A., of the English Baptist Mission, formerly President of the Shanghai Christian University, has gained the London University Doctorate of Literature for a thesis on the philosophy of Chu Hsi, the greater commentator on the Chinese Classics. Dr. Bruce was almost the first, if not the first, to gain the London M.A. degree in Chinese. For fifteen years, in such spare time as a strenuous teaching and administrative career has left him, Dr. Bruce has patiently pursued his investigations into the thought of Chu Hsi. Starting, as most Western readers do, with the idea that Chu Hsi was a clean-cut materialist and therefore, mainly responsible for what may be termed the orthodox interpretation of the Classics, Dr. Bruce has, as the result of long first-hand study, come to admire Chu Hsi as an out-and-out idealist, whose basis of interpretation is essentially spiritual. Messrs. Probsthain of London are shortly bringing out a work by Dr. Bruce in three volumes. Two of these volumes are taken up with Dr. Bruce's translation of and notes on certain works of the Chinese philosopher, the third volume is his estimate of Chu Hsi's philosophy. This third volume is practically the thesis for the doctorate. The *New People* in Peking and North China have been keenly interested in his work, and have been publishing it in serial form. Dr. Bruce is one of the few Westerners of quite a number of people in China who are teaching psychology, philosophy and theology in Mandarin, his own sheets being used in their rough form, by teachers who cannot wait for the works to appear in their finished state. Dr. Bruce is to be congratulated on a very judiciously guided, and well conferred distinction.



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LOSSES AND GAINS AT BRIDGE.

[BY A. E. MANNING PORTER.]

Analyzing my Bridge accounts for the year, I am confronted by a strange phenomenon. Although they pan out quite satisfactorily on the year (thank you very much) I find that I had three very bad months.

They were so bad that I was inclined to think nothing quite so disastrous had ever happened to me before. But—and this is the strange part—on examining old diaries I find that for the past seven years (all the records I have preserved) I have experienced serious losses in those selfsame three months. You must understand that those months were not merely bad but signally bad. I don't attempt to explain it. But if it is mere coincidence it is certainly a remarkable coincidence.

A very careful and consistent club player who keeps elaborate records told me that he had had 428 "sittings" this year. This means that he has played every day, and on some days has had two "sittings." On 229 occasions he has won and on 199 lost. He calculates that the best player cannot expect to win in money more than 3 per cent. on his annual turnover. The actual turnover for a man playing fairly high—say £2 per hundred—may easily amount to £100 per sitting. By that I mean the amount of money that actually changes hands. So that anyone playing 400 times a year would have a turnover of £40,000. If he contrived to win 3 per cent. on this sum he would not be doing badly.

In the ordinary way, and trusting to the chance of the deal, the percentage of luck at Bridge is generally estimated as being from 85 to 95 per cent. the determining factor. The answer to the question of whether the percentage of skill is as low as 5 or as high as 20 depends on the calibre of the player. Even the very best, according to the American writer, Mr. Hilton Work, are not considered to have more than 20 per cent. advantage over the mediocre.

In other words, in any one sitting luck will give the weaker pair the victory whenever it furnishes them with cards one-fifth above the average. In the long run skill will tell, and that is why the annual reckoning at Bridge is so necessary. During the course of a twelve-month experience proves that things do average themselves out in the most remarkable way. If you consistently lose year by year you may be sure there is something wrong with your game or you are playing beyond your class.

But someone must lose, you say. Quite true under the conditions we play. Yet if you put your players of exactly equal merit—and the difficulty would be to find them—for a whole year playing together they would come out practically all square.

But it does not really matter at Bridge whether you win or lose so long as you enjoy your game.

PEER'S 67 YEARS' ABSENCE.

LEFT ENGLAND TO SEEK HIS FORTUNE—"A SQUATTER."

Among the passengers on the Blue Funnel liner *Ascanius*, which reached Liverpool at the end of March from Australia, were the new Earl of Ducie, aged 87, and his daughter, Lady Beatrice Moreton. The *Ascanius* left Melbourne on January 28th.

At the Hon. Berkeley Basil Moreton, the earl left England 67 years ago to seek his fortune in Australia, and there he made his home.

He now becomes the fourth Earl of Ducie by the death of his brother, the third earl, several months ago, at the age of 94, the third earl's son having died two years earlier.

The family seat in England is Tortworth Court, Faldfield, Gloucestershire, and there the octogenarian peer proceeded yesterday. He was met on landing in Liverpool by Mr. Spencer Ponsford, who was secretary to the late earl and has been appointed secretary to the new holder of the title.

His Lordship, who is a benevolent old man of the most cheery temperament, with a keen sense of humour, favoured a press representative with an interview in his cabin when the *Ascanius* came alongside the Prince's landing stage.

"I left England for Sydney in November, 1855, in a sailing ship called the *Waterloo*, about 900 tons register, and I've been in Australia ever since. If I had not succeeded to the earldom, I should not have come back now, unless they had kicked me out."

"What have I been doing all these years? Well, I've been squating—sheep farming—and helping to do my bit in the way of government."

Lord Ducie has been Queensland's Colonial Secretary and Minister for Public Instruction, besides holding other Government offices, and "helping to make some of the changes which have been made in Australia."

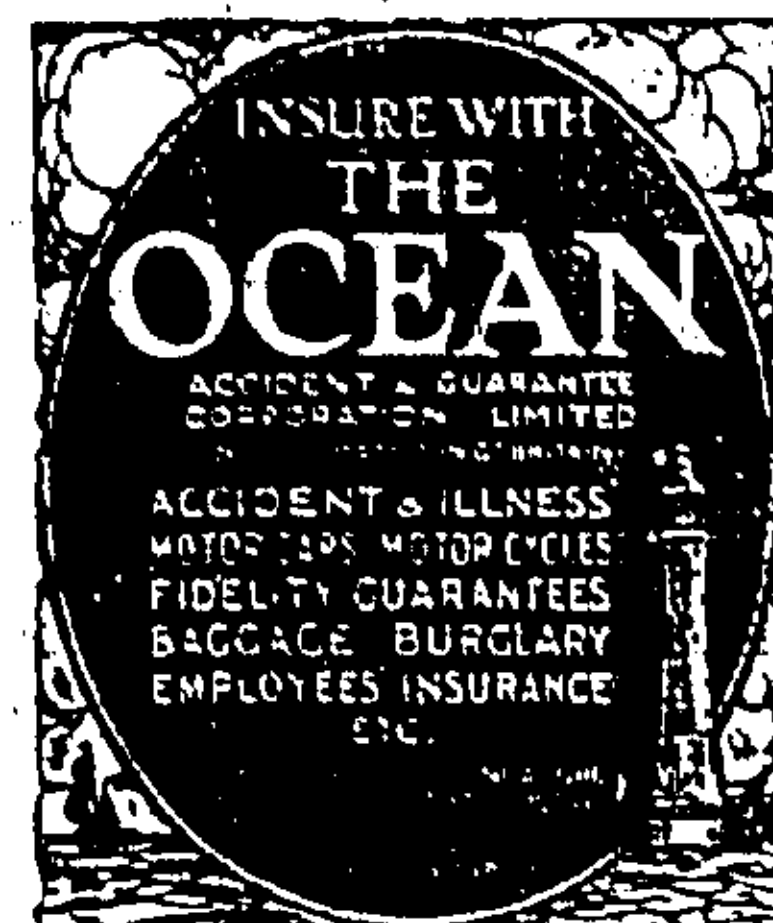
Asked if he had been interested in public affairs before he left England, the aged earl, whose spirits were as buoyant as those of a schoolboy, laughingly answered, "Well, I was considered a good hand at cricket when I was a young man. Isn't that in public affairs?"

He said he was pleased to come back to England, "I'm very curious to see what it looks like," he remarked. "It's a long time—67 years—but now I'm going to reside here permanently unless I'm kicked out."

His Lordship's wife died about eight or nine months ago. His son, Lord Moreton, and Lady Moreton are coming from Australia in a few weeks. Lady Beatrice Moreton, the earl's daughter, gave conspicuous service in Egypt during the war.

When the earl landed in Sydney in 1855, at the height of the gold digging days, he made a long journey inland to Bathurst on horseback, in the company of the Governor of New South Wales (Sir William Denison).

(Continued at foot of next column.)



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WEATHER REPORT.

May 21st, at 11.24.—Warning to Hongkong; Coast Ports, etc.—A typhoon of unknown intensity within 50 miles of Lat. 11 deg. N. Long. 125 deg. moving N.W. May 21st, at 11.23.—Pressure is still highest over N.E. China. It has increased considerably at Nansha and slightly over the Philippines.

At 6 a.m. this morning the depression, or typhoon, was passing over the southern Malayas in a north-westerly direction. Hongkong Rainfall for the 24 hours ending at 10 a.m. 21st May, 0.02 inch. Total since January 1st, 16.83 inches, against an average of 18.65 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Direction: E. winds, light to moderate; fine.

Formosa Channel: The same as No. 1.

South coast of China between Hongkong and Lianao: The same as No. 1.

South coast of China between Lianao and Hongkong: The same as No. 1.

HONGKONG TIDE TABLE

From 1921 to 1926 May, 1922.

HIGH WATER.		LOW WATER.	
Day of Week.	Time.	Day of Week.	Time.
Mon.	22 6 44	Mon.	10 15
Tues.	23 6 38	Tues.	11 11
Wed.	24 7 31	Wed.	12 05
Thurs.	25 7 34	Thurs.	1 01
Fri.	26 8 14	Fri.	2 01
Sat.	27 8 55	Sat.	3 05
Sun.	28 9 25	Sun.	4 14
	29 10 24		5 30
	30 11 22		6 46

After three years on one of the Mackay stations at Wagga Wagga, where he learned sheep management, he went overseas to Melbourne and embarked for Queensland, where he took up a station in the Wide Bay district.

Later he represented the Burnett and Maryborough constituencies in the Legislative Assembly of Queensland, and in 1888 was appointed to the Legislative Council.

His return to Sydney to embark on the *Ascanius* was his first visit to that city for more than 50 years.

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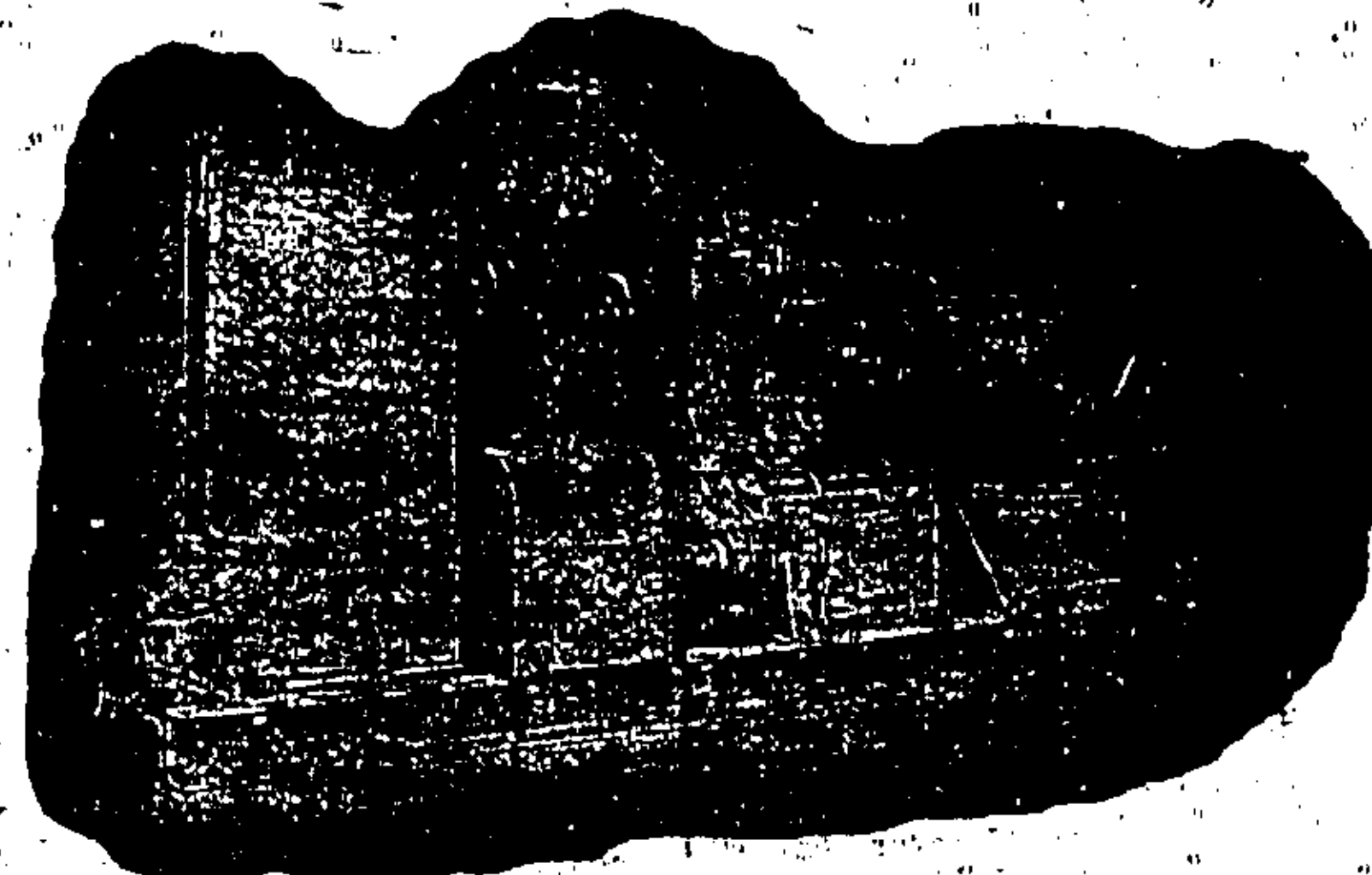
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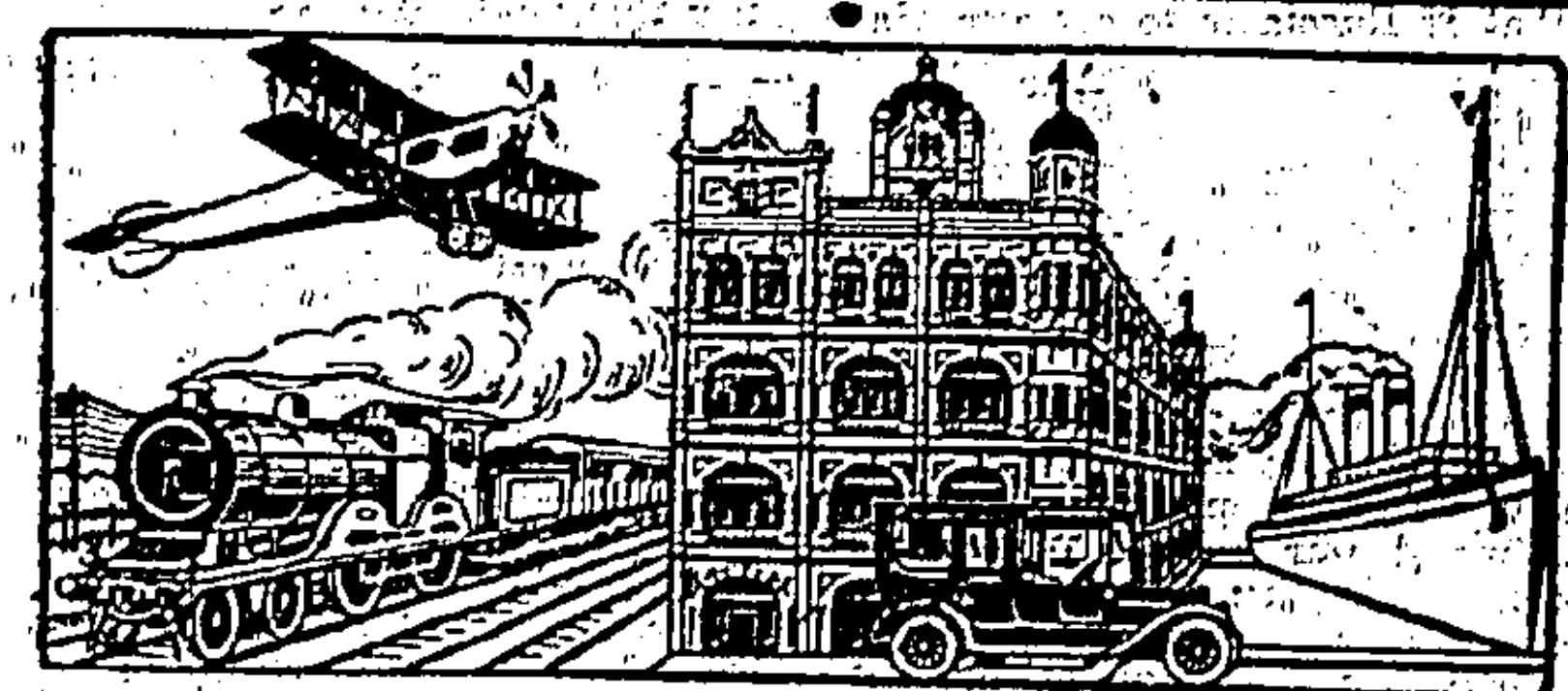
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STEAMERS	FROM	EXTENDED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TJIKINI	JAVA	15th port	27th May	SHANGHAI & DALNY
TJIKONARI	JAVA	15th port	28th May	SHANGHAI
TJIKONARI	JAVA	15th port	28th May	SHANGHAI & N. CHINA
TJIKONARI	JAVA	15th port	28th May	BATAVIA DIRECT
TJIKONARI	JAVA	15th port	28th May	SONGKRA via MACASSAR
TJIKONARI	JAVA	15th port	28th May	SONGKRA via MACASSAR
TJIKONARI	JAVA	15th port	28th May	SONGKRA via MACASSAR
TJIKONARI	JAVA	15th port	28th May	SONGKRA via MACASSAR
TJIKONARI	JAVA	15th port	28th May	SONGKRA via MACASSAR
TJIKONARI	JAVA	15th port	28th May	SONGKRA via MACASSAR

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AND
AMSTERDAM, ROTTERDAM, HAMBURG
AND BREMEN
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AMERICA'S SHIPPING PROBLEMS.

The Daily Telegraph's New York correspondent cabled on April 5th:—Stanley's picture of "Darkest Africa" is nothing like so black as the prospect of the American merchant marine unless the Washington Government provides a substantial subsidy. At the present time the Government is losing over £10,000,000 yearly by trying to provide the country with a merchant marine, but the vast bulk of these ships are unemployed, "apparently unsalable, rusting in the Hudson River, acres and acres of them, looking more like derelicts than potential cargo carriers. It is a sad sight, as I know from a personal visit made recently. Of the 1,200 steel ships which the Government built, only 121 are used to keep the trade routes open. Thus it is less than one-third of the "merchant marine" that is costing the Government £10,000,000 yearly, exclusive of the expenses of caretaking. America's wooden ships, built during the war, are apparently worthless, even for pontoon bridges across the rivers or floating tenements moored in the harbours to alleviate the shortage of houses. It does not appear, from the report presented by Mr. Lasker, chairman of the Shipping Board, that success has been achieved in the way of building up new trade routes, so that the Government ships might be sold with an established goodwill to private owners. As conditions are to-day ships are given on the market and private owners are not to be tempted at any price. Mr. Lasker, giving evidence before the Congressional Committee, admits that there is only one remedy, and that is an enormous Government subsidy, which the agricultural interests, now highly organised at Washington, will undoubtedly oppose unless they are assured of an adequate *quid pro quo*. Without the Government's fostering aid, Mr. Lasker declares, there is no future for the American merchant marine. Government or private, save bankruptcy. If private ownership can be fostered during this time of emergency, and the Government finally retires from a business it does not understand, Mr. Lasker believes that the merchant marine may still be saved, but he does not minimise the difficulties, and it is a very tough problem to settle unless the country generally rallies to the support the shipping interests.

PRESS AND POLITICS. TRIBUTE TO MR. J. A. SPENDER.

Lord Beauchamp presided at a complimentary dinner at the National Liberal Club to Mr. J. A. Spender, in recognition of his services to Liberalism during his 26 years' editorship of *Westminster Gazette* and on his retirement from that position.

Mr. Asquith said that Mr. Spender was one of the greatest of Liberal journalists. This was not a eulogistic dinner. Mr. Spender, for no doubt adequate reasons, had transferred the sphere of his journalistic and literary activities, but they were certain his pen would always be at the disposal of great and Liberal causes. For 30 years Mr. Spender and he had been close personal and political friends. No man had done more effective service to Liberal principles or more to raise, refine, and establish with legitimate authority in the councils of the nation and the world the profession to which he belonged. For a generation his writings had been a model for all political controversialists because it had been a reproach to those who confused noise with strength and claptrap with incisiveness. He had never shown deference to the passing idols and fashions of the hour, but had maintained a high, unbroken level both of wisdom and of consistency.

Mr. A. G. Gardiner, speaking as a journalist, said that no man had set so high and so consistent a standard of journalistic honour, high-mindedness, and consistent thought as their guest. Journalism had become a vast commercial machine, from which great independent publishers had largely disappeared. The high priest of the machine was Lord Northcliffe, and if they asked themselves whether Northcliffe was a sufficient substitute for Spender, they would understand something of the nature of the change that had taken place. Dealing at length with the ownership of the great London newspapers and the relationship of politicians and journalists and newspaper proprietors, Mr. Gardiner said that those relations affected the country very profoundly, and if they had an arrangement by which the Press were able to come to an agreement with politicians and receive rewards for supporting them they would be getting into a situation in which not only the Press was degraded, but the public life was seriously threatened. If the time came when there could be deals behind Parliament and behind the backs of the country between politicians and newspaper owners, it would be an extremely disastrous thing for democracy. (Hear, hear.)

Mr. Spender, who was received with musical honours, said that he was leaving the work of newspaper control with which he had been associated to younger men, but he still hoped to be able to contribute with his pen. The difficulties of newspapers to-day were very great—they had to combine the legitimate commercial side with the expression of free and disinterested opinion. Such difficulties fell on no other industry. The 26 years of his editorship had been a most portentous period of history. They had tried to keep the Liberal flag flying and he thought the Liberal Party had come well out of it, whether in peace or war, in Government or in Opposition.

NOTICE TO CONSIGNEES.

The Steamship "TRIESTE."
From TRIESTE via VENICE, BRINDISI, PORT SAID, ADEEN, COLOMBO, PENANG AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong & Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.
Optional Cargo will be forwarded unless notice to the contrary be given before 17th inst. No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 23rd inst., will be subject to rent.
All Claims against the Steamer must be presented to the Underwriter on or before the 2nd inst., or they will not be recognised. All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 23rd inst., at 10 a.m.
No Fire Insurance has been effected by Bill of Lading will be counter-signed by DODWELL & CO., LTD.
Agents.
10211.

NOTICE TO CONSIGNEES.

AMERICAN & MANCHURIAN LINE.
From NEW YORK.

THE Steamship
"KAZEMBE"
having arrived, Consignees of Cargo are informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns at Ho's Wharf, Kowloon, whence delivery may be obtained.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 24th May, will be subject to rent.
All Claims against the steamer must be presented to the Underwriter on or before 31st May, 1922, or they will not be recognised. All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays or Fridays between the hours of 10.45 a.m. and Noon within the free storage period of one week. No Fire Insurance has been effected. Bills of Lading will be counter-signed by THE BANK LINE, LTD., General Agents.
10295

NOTICE TO CONSIGNEES.

FROM BELAWAN DELI, PENANG AND SINGAPORE.

THE Steamship
"VAN OVERSTRATEN"
having arrived from the above Ports, Consignees of Cargo by her are notified that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong & Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves delivery may be obtained. Goods not cleared by the 14th May, 1922, will be subject to rent.
All Claims against the steamer must be presented in writing within ten days after arrival of steamer, otherwise they will not be recognised.
No Fire Insurance will be effected by the Underwriter in any case whatever. Bills of Lading will be counter-signed by JAYA-CHINA-JAPAN LIJN, Agents.
Hongkong, 17th May, 1922. [1028]

NOTICE TO CONSIGNEES.
OCEAN STEAMSHIP COMPANY, LTD.
AND
CHINA MUTUAL STEAM NAVIGATION COMPANY, LTD.

CONSIGNEES per Company's Steamer

"ACHILLES"
are hereby notified that the Cargo will be discharged into Ho's Wharf, Kowloon, where it will lie at Consignees' risk and subject to the terms and conditions of storage at Ho's Wharf. The Cargo will be ready for delivery from Godown on and after 18th May. Optional cargo will be landed, unless notice has been given prior to steamer's arrival.
All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the free storage period.
No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 24th May, will be subject to rent.
All Claims against the Steamer must be presented to the Underwriter on or before the 7th June, or they will not be recognised. No Fire Insurance will be effected.
BUTTERFIELD & SWIRE, Agents.
Hongkong, 18th May, 1922. [1026]

NOTICE TO CONSIGNEES. THE PENINSULAR & ORIENTAL STEAM NAVIGATION CO.'S STEAMER "KIDDERPORE."

ARRIVED HONGKONG ON 18TH MAY, 1922.
FROM BOMBAY & STRAITS.

CONSIGNEES of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed in racks in the Hongkong & Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

This vessel brings on Cargo—
From PERSIAN GULF, B.S.N. and B. & P.S.N. Co's Steamers.
Optional Goods will be landed here unless instructions have been given to the contrary six hours before arrival of the Steamer. Goods not cleared within 8 days, including date of arrival, will be subject to rent.
No Fire Insurance will be effected by us in any case whatever.
Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GORDON & DONERICK, at 10 a.m. on Mondays and Thursdays. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised.
No Claims will be admitted after the Goods have left the Godown.
MACKINNON, MACKENZIE & CO., Agents.
Hongkong, 18th May, 1922. [1001]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS, SUBJECT TO ALTERATION			
BANGKOK via SWATOW...	"KWAISANG"	Tuesday, 23rd May, 10 a.m.	
TIENSIN...	"CHIPSANG"	Tuesday, 23rd May, Noon.	
HAIPHONG via HOIHOW...	"KANGSANG"	Wednesday, 24th May, 10 a.m.	
SHANGHAI via SWATOW...	"TINSANG"	Wednesday, 24th May, Noon.	
SANDAKAN...	"HINSANG"	Thursday, 25th May, 10 a.m.	
STALITS & CALCUTTA...	"FOUKSANG"	Thursday, 25th May, 3 p.m.	
MANILA...	"LOONGSANG"	Friday, 26th May, 3 p.m.	
TSINGTAU via SWATOW & SHANGHAI...	"HANGSANG"	Sunday, 28th May, Daylight.	

TSINGTAU via SWATOW & SHANGHAI... This line affords regular sailings to Calcutta, Penang and Singapore; returning from Calcutta steamers proceed via Swatow and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully-qualified Surgeon.
Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bill of Lading are issued to Northern and Yangtze Ports via Shanghai.
MANILA LINE—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.
HAIPHONG LINE—Sailings approximately weekly for passengers and cargo, calling at Hoihow when inducement offers.
BORNEO LINE—Fortnightly sailings to and from Sandakan by two 3,000 tons steamers, "HINSANG" and "MAUSANG" both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat Jesselton Labuan Tawau and Lahad Dato.
TIENSIN LINE—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Chafco.
BANGKOK LINE—A weekly service is provided between Hongkong and Bangkok, via Swatow, by five steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE

5.5. "FOUKSANG" will be despatched on or about Thursday, 25th May, at 3 p.m., for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, MADRAS, PORT SWETTENHAM and DUTCH EAST INDIES.

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OUTWARDS.

From	Due Hongkong
S.S. "RADNORSHIRE"	5th June.
M.V. "GLENBEG"	17th June.
M.V. "GLENLUCE"	1st July.
S.S. "GLENSHANE"	20th July.

HOMEWARDS.

From	Leave Hongkong	Discharge
S.S. "GARYVONSHIRE"	9th June, GENOA, LONDON, HULL, ROTTERDAM & HAMBURG.	
M.V. "GLEGARRY"	30th June, LONDON, HULL, ROTTERDAM & HAMBURG.	
M.V. "GLENIFFER"	4th July, GENOA, LONDON, HULL, ANTWERP & HAMBURG.	

Movements are subject to change without notice.

For freight or further particulars please apply to—

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Two steamers of about 6,400 tons deadweight each.
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KAWASAKI KISEN KAISHA.

No. 5, BARR ROAD

SHIPPING NEWS

ARRIVALS.

May 19th.
Alps Maru, Japanese str., 3,747 tons, Capt. I. Nirei, from Bombay, with a general cargo.—N.Y.K.
Oberon Maru, Japanese str., 2,481 tons, Capt. K. Morita, from Moji, with a general cargo.—Nanyo Yusen Kaisha.
City of Peking, British str., 4,425 tons, Capt. A. Sprank, from Shanghai, with a general cargo.—Bank Line.
Shanghai, Chinese str., 297 tons, Capt. G. A. de Souza, from K. C. Wan, with a general cargo.—Po On S.S. Co.
 May 20th.
Africa Maru, Japanese str., 5,093 tons, Capt. H. Tashiro, from Tacoma, with a general cargo.—O.S.K.
Alps Maru, Japanese str., 4,962 tons, Capt. Imar, from Shanghai, with a general cargo.—O.S.K.
Bangor Maru, Japanese str., 980 tons, Capt. Kobayashi, from Keelung, with coal.—Yamaguchi Tanko.
Chung Hing, Chinese str., 249 tons, Capt. Leung Hing, from K. C. Wan, with a general cargo.—Hong On S.S. Co.
Hongkong, British str., 369 tons, Capt. S. Johnson, from Hoikow, with a general cargo.—B. & S.
Hydranga, British str., 501 tons, Capt. W. J. Colom, R.N.R., from Swatow, with a general cargo.—Chiu On S.S. Co.
Kashio, British str., 987 tons, Capt. D. M. Miles, from Hui-phong, with a general cargo.—B. & S.
Lina, British str., 1,336 tons, Capt. E. D. Blackburn, from Bangkok, with a general cargo.—B. & S.
Wakana Maru, Japanese str., 3,787 tons, Capt. M. Goto, from Moji, with a general cargo.—N.Y.K.
Yangtze Kiang, Chinese str., 402 tons, Capt. A. H. Brown, from Swatow, with a general cargo.—Yuen Cheong Lee.
Yung, British str., 1,122 tons, Capt. J. Campbell, from Sandakan, with a general cargo and timber.—J.M. & Co.
 May 21st.
Alps Maru, Japanese str., 3,778 tons, Capt. K. Miyazawa, from Nagasaki, with a general cargo.—N.Y.K.
Chikago Maru, Japanese str., 555 tons, Capt. K. Shib, from Keelung, with coal.—M.B.K.
Choyang, British str., from Canton.
Commandant Doris, French str., 3,470 tons, Capt. Poupon, from Saigon, with a general cargo.—Messageries Maritimes.
Delta, British str., 4,738 tons, Capt. C. Brooks, from London, with a general cargo.—Blackinton, Mackenzie & Co.
Kashio, British str., 177 tons, Capt. R. Dubois, from Fokoh, with a general cargo.—Seng Kee.
Liangchow, British str., from Canton.
Luchow, British str., 1,221 tons, Capt. P. R. Pustow, from Shanghai, with a general cargo.—B. & S.
Nanking, American str., 3,292 tons, Capt. J. H. Dolson, from San Francisco, with a general cargo.—China Mail S.S. Co.
Nishiyama Maru, Japanese str., from Canton.
Yndee Nide, American str., 3,405 tons, from Seattle, with a general cargo.—Admiral Line.
Siangle, Chinese str., 168 tons, Capt. B. Mycka, from Cheloo, with a general cargo.—Yue Tai Hong.
Taiyuan, British str., 1,439 tons, Capt. H. E. Hamilton, from Sydney, with a general cargo.—B. & S.
Takara, British str., 977 tons, Capt. T. Croft, from Hoikow, with a general cargo.—J.M. & Co.
Taming, British str., 1,256 tons, Capt. H. Gauld, from Manila, with a general cargo.—B. & S.
Tinggang, British str., 2,501 tons, Capt. C. Campbell, from Shanghai, with a general cargo.—J.M. & Co.
West Coast, American str., 3,472 tons, Capt. C. Erickson, from Portland, Ore., with rice.—Arnold Brothers & Co.
Alps Maru, for Singapore.
Uchida Maru, for Canton.
Hakong, for Swatow.
Takara, for Fookow.
Van Overstraten, for Amoy.

CLEARANCES.

May 20th.
Alps Maru, for Singapore.
Uchida Maru, for Canton.
Hakong, for Swatow.
Takara, for Fookow.
Van Overstraten, for Amoy.

PASSENGERS.

ARRIVALS.
 The China Mail s.s. **Nanking**, on May 21st.—Mr. W. J. Blanchard, Mr. J. J. Gillies, Rev. J. T. Holman, Miss Lydia Johnston, Mr. J. M. C. Lopes, Mr. Noel Michael, Rev. W. F. Mauch, Mr. C. Nepper, Mr. and Mrs. C. H. Ochs, Mrs. Arie I. Rowles, Mr. F. S. Rappin, Mrs. C. S. Sissons, Mr. and Mrs. P. W. Smale, Mr. H. Yang.
 The P. & O. s.s. **Delta**, on May 21st.—Mr. T. Jones, Mr. and Mrs. da Costa, Mr. M. A. Netto, Mr. and Mrs. L. P. da Silva, Mr. and Mrs. de Souza, Dr. Mrs. Miss Corinna, Mrs. Johnston, Miss McAl, Brown, Miss Rowntree, Mr. and Mrs. Van den Berg, Mr. O. Mellows, Mr. Mackenzie, Mr. J. K. Storrs, Mr. E. W. Hancock, Mr. E. W. Hooper, Mr. R. T. Stophar, Mr. J. H. Taylor, Mr. A. T. Cox, Mr. and Mrs. F. Boss, Lieut. Col. J. E. Stewart, Mr. J. Sidey, Mr. C. Briz, Mr. S. C. Miskin, Mr. J. E. Jensen, Mr. and Mrs. Naumann, Mr. and Mrs. K. W. Tribe, Mr. F. Dupod, Mr. and Mrs. W. Shaw, Mr. and Mrs. Harlick, Count de Lusignan, Mr. T. A. Ehmman, Miss D. M. Hartley, Mrs. and Miss Bubnoff, Mr. Paulus, Mr. Scott, Mr. M. Rabin, Capt. and Mrs. Foster, Mr. C. P. Buys, Mr. G. Gerrester, Mr. C. Bijl, Mr. A. Onderuyzer, Mr. E. Levine, Mr. G. A. Tisdal, Mr. A. Hirtel, Mr. R. Ogawa, Mr. E. W. Simcock, Misses Bendall.

SHIPPING MOVEMENTS.

The s.s. **Myrmidon** (Blue Funnel) left Liverpool on May 10th for Hongkong.
 The s.s. **Calchas** (Blue Funnel) left Liverpool on May 14th for Hongkong.
 The s.s. **Ixion** (Blue Funnel), from Pacific Ports, left Kobe on May 19th for Hongkong direct, and is due here on May 23rd.
 The s.s. **Helena** (Blue Funnel), for London, Rotterdam and Hamburg, left Yokohama on May 18th via Tsingtau, Shanghai, and this port.
 The s.s. **Talysius** (Blue Funnel), from Pacific Ports, left Yokohama on May 22nd, and is due at Hongkong on June 5th.
 The B.I. s.s. **Rajah** left Rangoon on May 17th, and is expected to arrive at Hongkong about May 31st.
 The B.I. s.s. **Torville** left Calcutta for Hongkong via Rangoon on May 18th, and is expected to arrive at Hongkong about June 3rd.
 The Ben Line s.s. **Bendarn**, from Middlesbro, Antwerp and London, left Singapore for this port on May 19th, and may be expected to arrive here on May 25th.
 The N.Y.K. s.s. **Tamba Maru** (Bombay line) left Bombay for Hongkong via Singapore on May 18th, and is expected here on June 3rd.
 The N.Y.K. s.s. **Nagano Maru** (Calcutta line) left Rangoon for Hongkong on May 18th, and is expected here on May 31st.

VESSELS EXPECTED.

Empress of Canada, due June 1st.
Grande Garde (Kerr Steamship & Co.), due May 29th.
Hosier State (P.M.), due June 19th.
Ixion (Blue Funnel line) due May 23rd.
Kobe Maru (N.Y.K.), due June 3rd.
Nagano Maru (N.Y.K.), due May 29th.
Nirpura (B.I.), due May 23rd.
President Hayes (Pacific Mail), due May 31st.
Rheinland (H.A.L.), due June 5th.
Risdard (B.I.), due May 22nd.
Sado Maru (N.Y.K.), due June 1st.
Stella (P. & O.), due May 27th.
Totomi Maru (N.Y.K.), due May 22nd.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, May 21st.

	Previous Day at 2 p.m.	On 21st at 6 a.m.	On 21st at 3 p.m.
Barometer	29.70	29.76	29.70
Temperature	88°	79°	83°
Humidity	88°	85°	86°
Wind Direction	SW	E	E
Force	3	3	4
Weather	b	o	o
Rain	0.00	0.00	0.02

Highest open-air Temperature on 20th... 83
 Lowest open-air Temperature on 21st... 79

SHIPBUILDERS.

SHIP REPAIRERS.

BOILER MAKERS.

FORGE MASTERS.

OXY-ACETYLEN.

ELECTRIC WELDING.

MECHANICAL & ELECTRICAL ENGINEERS.

TANK DOCKYARD & ENGINEERING COMPANY.

OF HONGKONG, LIMITED.

—DRY DOCK.

Length 787 Feet.

Length on Blocks 750 Ft.

Depth on Centre of

591 (H.W.O.S.T.) 84 ft. 6 ins.

THREE SLIPWAYS—

Capacity of Handling Ships Up to 2,000 Tons Displacement.

Electric Crane at Sea Wall, Capable of Lifting 100 Tons at 70 Feet Radius.

BUTTERFIELD & SWIRE.

(JOHN SWIRE & SONS, LTD.)
 AGENTS.
 TEL. ADDRESS: "TALKDOCK, HONGKONG."
 TEL. NO. 212.
 ALL FLAG: "C" OVER ANG. PENNANT.
 HONGKONG, CHINA & JAPAN.

CANADIAN PACIFIC STEAMSHIPS LIMITED

MAIDEN VOYAGE

TRANS-PACIFIC.

R.M.S. EMPRESS OF CANADA

FOR

VANCOUVER.

SEVENTH JUNE, 1922.

CHINA MAIL S.S. CO., LTD.

(Incorporated in U.S.A.)

OPERATING FAST FREIGHT AND PASSENGER STEAMERS.

"NANKING" "CHINA" "GORJISTAN" "ALMERIA"

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE

FIRST CLASS FARE TO EUROPEAN PORTS

Minimum Rate U.S.G. \$577.07

Minimum Rate U.S.G. \$620.50

First Class Accommodation Throughout.

Trans-Pacific Service

HONGKONG TO SAN FRANCISCO

via Shanghai, Nagasaki, Yokohama and Honolulu.

S.S. "NANKING" S.S. "CHINA"
 May 30th. July 6th.

Java Service

HONGKONG TO AMOY, SINGAPORE AND JAVA PORTS.

S.S. "GORJISTAN" S.S. "ALMERIA"

FAST FREIGHT SERVICE

Through Bills of Lading issued to all points in United States & Canada also.
 Cargo accepted on Through Bills of Lading for transshipment at San Francisco to weekly sailings for principal Atlantic Ports.

C. T. SURBIDGE, GENERAL AGENT.

PRINCE'S BUILDING,

105 HONG KONG STREET.

TELEPHONE: PASSENGER DEPT.

TEL: FREIGHT DEPT. & AGENT.

No. 1934.

No. 2161.

CABLE ADD: "CHIMAIL."

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DODWELL & CO., LIMITED.

REGULAR SAILINGS TO NEW YORK & BOSTON
 for NEW YORK & BOSTON

S.S. "WRAY CASTLE" ... sailing on or about 23rd May.
 S.S. "BOWES CASTLE" ... sailing end of June.

LLOYD TRIESTINO.

TAKING CARGO ON THROUGH BILLS OF LADING FOR LEVANT, BLACK SEA & DANUBE PORTS.

PIUMBE having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

FOR SHANGHAI.

S.S. "VENETIA" ... sailing on or about 4th June.

FOR BRINDISI, VENICE & TRIESTE

S.S. "TRIESTE" ... sailing on or about 2nd June.
 S.S. "VENETIA" ... 2nd half of June.

Passenger's Luggage can be insured at the Office of the Agents.

NATAL LINE OF STEAMERS.

From CALCUTTA to SOUTH AFRICAN PORTS

S.S. "UMLAZI" ... sailing second half of June.
 Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LIMITED.

Agents.

N. Y. K.

SAIINGH SURVIVE TO ALTERNATION

VICTORIA, SEATTLE & VANCOUVER via Shanghai Japan ports

Through Bills of Lading issued to all Overland common Points in U.S.A. and Canada.

IYO MARU (Calling Keelung) ... Monday, 12th June, at 11 a.m.

SHIZUOKA MARU (Calling Keelung) ... Monday, 3rd July, at 11 a.m.

MARSHALLS, LONDON & ANTWERP via Singapore, &c.

SUWA MARU ... Thursday, 25th May, at 11 a.m.

FUSEIMI MARU ... Friday, 9th June, at 11 a.m.

HAMBURG via DUNKIRK, LONDON & ROTTERDAM

MITOMARU ... Thursday, 8th June.

LIVERPOOL via MARSEILLES and VALENCIA.

TATSUNO MARU ... Sunday, 4th June.

SYDNEY & MELBOURNE via Manila, &c.

AKI MARU ... Monday, 22nd May, at 4 p.m.

TANGO MARU ... Tuesday, 20th June, at 11 a.m.

NEW YORK, via PANAMA.

DURBAN MARU ... Tuesday, 6th June.

NEW YORK via Suva.

SIO DE JANEIRO, SANTOS & BUENOS AIRES via CAIR

KAWAOKI MARU ... Sunday, 4th June.

BOMBAY via Singapore and Colombo.

WAKASA MARU ... Monday, 22nd May, at 9 p.m.

CAIRO via Singapore, Penang & Rangoon.

TOTOMI MARU ... Tuesday, 23rd May.

NAGASAKI, KOBE & YOKOHAMA.

NIRKO MARU ... Friday, 16th June, at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

NAGANO MARU ... Thursday, 1st June.

SADO MARU ... Friday, 2nd June, at 11 a.m.

TAMBA MARU ... Sunday, 4th June.

For further information apply to—

NIPPON YUSEN KAISHA

Telephone Nos. 322 & 292. K. H. KAMEI, Manager.

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AMERICAN & ORIENTAL LINE

NEW YORK via Suez

s.s. "MADAWASKA" via Suez Canal ... 31st May, Boston and New York.
Subject to change without notice.

**ORIENTAL AFRICAN LINE.
INDIAN AFRICAN LINE.**

Cargo carried on through Bills of Lading from HONGKONG to BEIRA DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH JOHANNESBURG direct or with transshipment at CALCUTTA and/or COLOMBO

For particulars apply to—

THE BANK LINE, LTD.
Managing Agents.**ELLERMAN LINE**

ELLERMAN & BUCKNALLS, CO., LTD.

FREIGHT & PASSENGER SERVICE

OUTWARDS.

HOMEWARDS.

s.s. "KANDAHAR" ... 10th June ... London, Antwerp, Rotterdam & Hamburg.
s.s. "CITY OF GLENSHAW" ... 5th July ... London, Rotterdam & Hamburg.

Subject to change without notice.

For particulars of freight and passage rates apply to—

or REISS & Co., CANTON.

THE BANK LINE, LTD.

General Agents.

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NEW YORK DIRECT

Joint Service of the

"BLUE FUNNEL" LINE

OCEAN S.S. CO., LTD., and CHINA MUTUAL S.S. CO., LTD.

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

To Boston and New York.

s.s. "DEUCALION" ... via Suez Canal ... 5th June.
s.s. "ALCINOUS" ... via Suez Canal ... 15th June.
s.s. "KAZEMBE" ... via Suez Canal ... 25th June.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.
Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE, or THE BANK LINE, LTD., HONGKONG
(JOHN SWIRE & SONS, LTD.)
HONGKONG AND CANTON. REISS & CO. CANTON.

MESSAGERIES MARITIMES

SERVICES CONTRACTUELS

MAIL SERVICE UNDER CONTRACT WITH THE FRENCH GOVERNMENT

DESTINATIONS.

STEAMERS & DEPARTURES.

SAILING DATES.

SHANGHAI, KORE & YOKOHAMA ... "ANGERS" ... 15,000 ... On or about 23rd May.
"AZAY LE RIDEAU" ... 15,000 ... On or about 26th May.
"ARMAND BEHIC" ... 11,000 ... On or about 29th June.
MARSEILLES via HAI-FENG, SINGAPORE, PENANG, ANG, COLOMBO, DJIBOUTI, SUEZ & PORT SAID ... "ANGKOR" ... 15,000 ... On or about 26th May.
"ANGERS" ... 15,000 ... On or about 18th June.
"AZAY LE RIDEAU" ... 15,000 ... On or about 27th June.

COMMERCIAL LINE

SHANGHAI, PUKOW, HANKOW & TAKOU ... "COM. DORISE" ... On or about 29th May.

ALSO SERVICE TO BORDEAUX, HAVRE, DUNKERQUE, & ANTWERP. (ON APPLICATION)

For further particulars, etc. apply to

CONSIGNATION—TRANSIT—REPRESENTATION.

A. JOHARD, Acting Agent, Queen's Building.

Telephone 740.

DOUGLAS STEAMSHIP CO., LTD.**HONGKONG AND SOUTH CHINA COAST PORT SERVICE.**

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in staterooms, stores and excellent cuisine.

FOR

SWATOW, AMOY & FOOCHOW

AND RETURN

(Occupying 4/10 Days)

HAIPHONG ... Capt. J.S. Thomson ... Friday, 26th May, at 1 p.m.

Arrival and Departures to & from the Company's Wharf (near Black Flag).

For Freight and Passage, apply to—

DOUGLAS LARPAK & CO.
General Managers.**P. & O. British India
Apcar and
Eastern & Australian
Lines**

COMPANIES Incorporated in ENGLAND.

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, ORISSA, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

**PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.**
(Under Contract with H.M. Government.)

S.S.	Tonnage	From Hongkong (about)	Destination
"DONGOLA"	8,000	30th May, 11 a.m.	Singapore, Penang, Colombo, Bombay, Aden, Port Said, Marseilles & London.
"KHYBER"	9,000	7th June	Marseilles, London & Antwerp
"SICILIA"	6,700	11th June	Singapore, Penang, Colombo & Bombay.
"DELTA"	8,100	21st June	Marseilles, London & Antwerp
"KASHMIR"	8,400	5th July	do.
"SOUDAN"	7,000	15th July	Singapore, Penang, Colombo & Bombay.
"KARNATA"	9,000	19th July	Marseilles, London & Antwerp
"KASHGAR"	9,000	2nd Aug.	do.
"SARDINIA"	6,580	16th Aug.	do.
"DEVANHA"	8,093	30th Aug.	do.
"KALYAN"	8,367	13th Sept.	do.
"MACEDONIA"	10,512	27th Sept.	Bombay, Marseilles, London & Antwerp.

BRITISH INDIA-APCAR SAILINGS

"TAKADA"	6,949	10th June	Singapore, Penang & Calcutta.
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EASTERN & AUSTRALIAN SAILINGS (South)

"EASTERN"	3,586	1st June	Malta, Thursday Island, Cairns, Townsville, Brisbane, Sydney & Melbourne.
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Frequent connections with the Union S.S. Co.'s steamers from Australia to the United Kingdom via New Zealand, Vancouver and San Francisco, etc., or per The New Zealand S.S. Co.'s vessels to Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

"DELTA"	8,100	22nd May, noon	Shanghai, Kobe & Yokohama.
"GREGORY APCAR"	8,649	23rd May, D.L.	Amoy, Shanghai & Kobe.
"SICILIA"	6,700	30th May	Shanghai only.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

* Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.

First Saloon Passengers may travel by P. & O. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the second of their P. & O. Tickets Singapore to Colombo.

All Cables are fitted with Electric Fans free of charge.
Passes for Messengers not more than 24 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to noon on the day previous to sailing.

For Further Information, Passage Rates, Freight, Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.,

12, Des Voeux Road Central, HONGKONG Agents.

O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP, MARSEILLES.

Monthly direct service via Singapore and Port Said.

BOMBAY, ADELAIDE, RIO DE JANEIRO, SANTO, DURBAN & BUNHON.

DAILY TOWN VIA SAIGON & SINGAPORE. PASSENGER SERVICE.

"MEXICO MARU" ... 15th June.

BOMBAY & COLOMBO—REGULAR FORTNIGHTLY SERVICE VIA SINGAPORE.

"SAIGON MARU" ... 31st May.

"DELTA" ... 1st June.

"KASHGAR" ... 2nd June.

"SARDINIA" ... 3rd June.

"DEVANHA" ... 4th June.

"KALYAN" ... 5th June.

"MACEDONIA" ... 6th June.

Via Detour—Taking cargo to OVERLAND PORTS U.S.A. & CANADA.

NEW YORK via PANAMA—Regular monthly service via Japan Ports, San Francisco, Panama and Colon Ports.

NEW ORLEANS LINE via SUEZ.

"BORNEO MARU" ... Thursday, 3rd June.

JAPAN PORTS—Kobe & Yokohama via Shanghai.

"ARGON MARU" ... Sunday, 11th June.

"LONDON MARU" ...

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class passengers.

"KALIO MARU" ... On Every Sunday.

"AMAKUSA MARU" ...

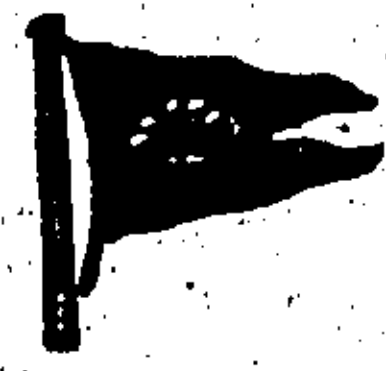
TARAO via SWATOW & AMOY.

Tel. No. 4090.

Y. YASUDA, Manager.

PRINCE LINE FAR EAST SERVICE

Regular sailings to Boston and/or New York by fast freight steamers.

For BOSTON
and
NEW YORK

For Freight and full particulars apply to—

FURNESS (FAR EAST) LIMITED

Incorporated in Great Britain.

St. George's Building.

Telephone 3165.

Telegrams 'Furness'.

**C. N. C.
CHINA NAVIGATION CO., LTD.**

SAILINGS SUBJECT TO ALTERATIONS

For	Steamer	To Sail
SHANGHAI	"KANSU"	On 22nd May, 4 p.m.
SWATOW & BANGKOK	"KANGTUNG"	On 23rd May, noon.
SWATOW, SHANGHAI & TSINGTAO	"TUNGSHOW"	On 23rd May, 4 p.m.
HAIPHONG, HOIHOW & BANGKOK	"CHENAN"	On 24th May, 10 a.m.
AMOI & HAIPHONG	"KAIKONG"	On 25th May, noon.
AMOI & HAIPHONG	"SZECHUEN"	On 25th May, 4 p.m.
MANILA, CEBU & ILOILO	"TAMING"	On 26th May, 4 p.m.
SWATOW, SHANGHAI & TSINGTAO	"SINKIANG"	On 27th May, 4 p.m.
SHANGHAI	"SUIKIANG"	On 28th May, noon.
SWATOW, SHANGHAI & TSINGTAO	"YINGCHOW"	On 30th May, noon.

SHANGHAI LINE—PASSENGER MAILS and OAHGO. Excellent Saloon accommodation, Electric Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Tsingtao (weekly), taking Cargo on through Bills of Lading to all ports in North China. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Wusung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE

(JOHN SWIRE & SONS, LTD.)

Agents.

Telephone 30.

CARGO & PASSENGER CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE (John Swire & Sons, Ltd.)

**T. K. K.
TOYO KISEN KAISHA**

Reduced Fare to Europe U.S.G. \$620.50 First Class Throughout.

HONGKONG TO SAN FRANCISCO

VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

"THE FASTWAY" OF THE SEA.

STEAMERS	TONS	LEAVES HONGKONG	LEAVES HONOLULU
"SEIYO MARU"	9,000	May 29th.	June 1st.
"PERIA MARU"	9,000	June 1st.	June 14th.
"TAIYO MARU"	22,000	June 21st.	June 24th.
"SIBERIA MARU"	20,000	July 1st.	July 18th.
"TENYO MARU"	...	July 18th.	July 30th.
"KOREA MARU"	...	July 30th.	...

* Calling at Dairen. * Calling at Keelung.

SOUTH AMERICAN LINE**HONGKONG TO VALPARAISO**

VIA MANILA, KIELING, JAPAN, HONOLULU, HILO SAN FRANCISCO, SAN PEDRO, SANTA CRUZ, BALBOA, CALLAO, MOLLEND, ARICA & IQUIQUE.

THROUGH BY TRANS-AMERICAN ROUTE TO BUENOS AIRES.

ATRAVELLERS

SEIYO MARU ... 14,000 ... May 29th.

RAKUYO MARU ... June 29th.

GINYO MARU ... Aug. 29th.

* On to Manila.

For full information regarding passenger freight and sailings, apply to—

Y. TSUTSUMI, MANAGER.

King's Building.

Tel. No. 274 & 73.

Agents at Canton: Messrs. T. K. GRIFFITH, LTD.

PACIFIC MAIL S.S. CO.

MANAGING AGENT, U.S. SHIPPING BOARD

EMERGENCY FLEET CORPORATION.

TRANS-PACIFIC SERVICE

Freight and Passengers

Fare to European Ports U.S.G. \$620.50 First Class throughout.

AMERICAN STEAMERS

SAN FRANCISCO VIA SHANGHAI, KORE, YOKOHAMA AND HONOLULU.

LEAVES HONGKONG

ARRIVES SAN FRANCISCO

S.S. "EMPIRE STATE" ... May 28th ... June 18th.

S.S. "HOOSIER STATE" ... June 20th ... July 13th.

S.S. "GOLDEN STATE" ... July 5th ... July 27th.

HONGKONG-CALCUTTA SERVICE

Freight only.

CALCUTTA VIA SINGAPORE, PENANG AND RANGOON.

S.S. "LAKE FAULT" ... May 27th, Noon.

HONGKONG, MANILA-HONOLULU-SAN FRANCISCO SERVICE

Freight and Passengers

SAIL FROM HONGKONG. SAIL FROM MANILA. ARRIVES SAN FRANCISCO.

S.S. "PRESIDENT HAYES" ... June 2nd ... June 27th.

S.S. "WOLVERINE STATE" ... June 20th ... July 25th.

S.S. "PRESIDENT HAYES" ... Aug. 4th ... Aug. 29th.

S.S. "WOLVERINE STATE" ... Sept. 1st ... Sept. 26th.

For full information regarding rates, space, etc., apply to—

PACIFIC MAIL S.S. CO.

Telephone 141. Cable Address "BOLANO" Union Building, Hongkong.

Agents at Canton—REISS & Co.

Agents at Canton—REISS & Co.

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